



ALL HANDS

JANUARY 1983

in this issue

Cold Weather Survival



Her Honor the Mayor, San Francisco's Dianne Feinstein, was decidedly biased during two softball games that pitted her police and fire department teams against visiting Navy teams during recent Fleet Week festivities in the city by the Golden Gate; Navy was sunk—once. Still, thousands cheered the arrival of the 12-ship armada led by the carrier USS Coral Sea (CV 43), and Her Honor was in the forefront of that cheering section. More on Fleet Week to come in a future issue. Photo by PHC Corinne Kelly.



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ALL HANDS

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Front: It's cold in them thar hills, but Coast Guardsman AT3 Guy Cashman (left) and Navy SEAL ET2 Tony Almon know their Cold Weather Environmental Survival training might someday make the difference between life and death. Photo by JOC James R. Giusti.

Back: Sailors from USS Blue Ridge (LCC 19) get their money's worth taking the Rose Garden tour near Bangkok, Thailand. Photo by JO2 Glenn Jochum.

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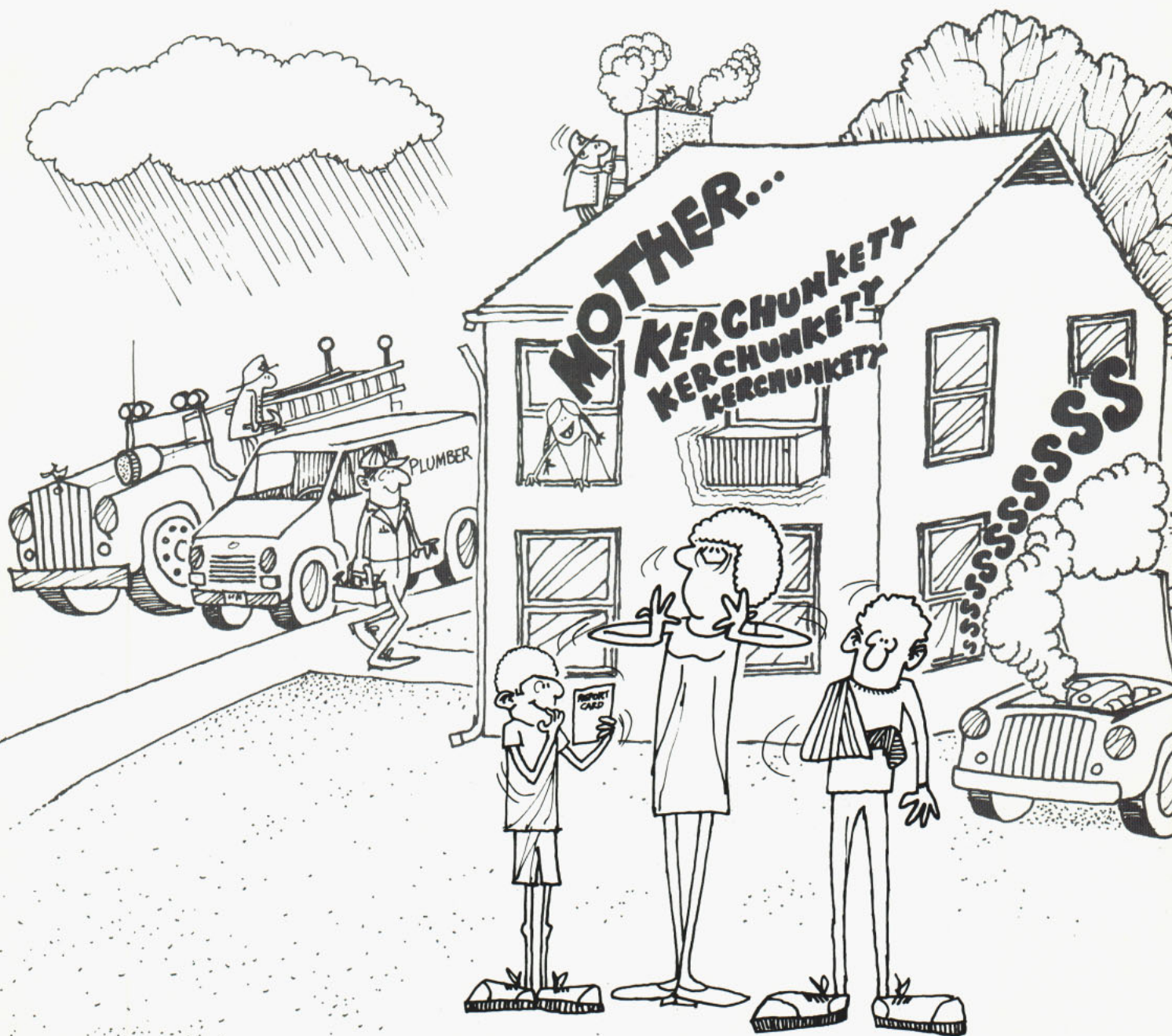
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The Navy



Really Cares

Seaman White stood frozen in place in the telephone booth reviewing the news he had just heard from his folks back home. He was a father. Excitement shot through his body. Suddenly he felt a tremendous weight on his shoulders. He had fathered triplets—an instant family.

He had been saving since he entered

boot camp six months ago to bring his wife out to the West Coast with him after getting settled in a permanent assignment. They figured that with both of them working after the baby was born, they could make ends meet.

He wanted to leave for home on the next flight, but the expense would take a chunk out of his savings. He thought of the extra family expenses, the two additional cribs, and maybe the Whites would even need a station wagon. For the first time since he joined the Navy, White was worried about his future.

Petty Officer Johnson sat staring at the computer terminal screen in front of her as she thought about the letter she had received from her mother the day before. She had an uneasy sleep last night because her mother's words kept going through her mind.

"Please come home, I really need you here. It's been so hard since your father died. Why won't the Navy let you come home for a while?"

Johnson's supervisor commented that she would accomplish more work if she would begin doing some. As the chief walked away, Johnson typed on the terminal, "I hate this place, I hate the Navy."

Mrs. Williams shouted upstairs for the children to hurry and get ready. She stopped in front of the hall mirror to check her hair and her makeup again. As the children came running down the stairs, her thoughts drifted back to the events of the last nine months.

This had been the roughest separation ever for her and the children. Wasn't it supposed to get easier with

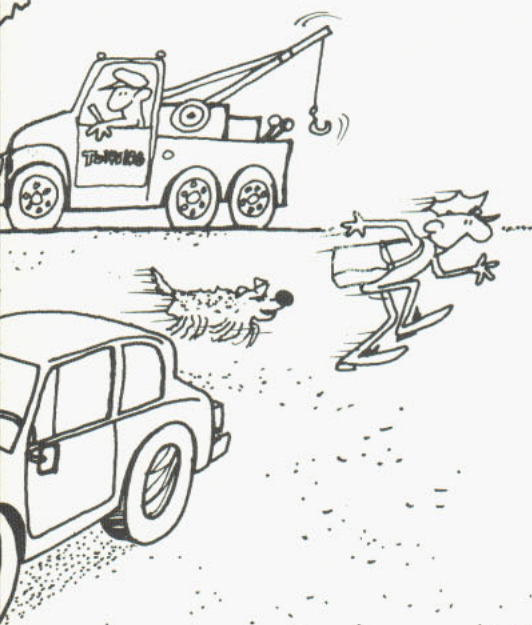
experience? First it was the car radiator, then Bobby's broken arm, the broken water pipe, little Mike's report card and the car transmission. The list just went on and on.

She remembered how tense things were just before her husband had left on this long deployment. What were things going to be like for them now? She knew he loved being a Navy pilot and understood why he had to be away. But even after eight years, it was just something she could never get used to, especially the rough periods of adjustment just before and after a deployment. She wondered how much more she could take.

These three situations illustrate the variety of problems Navy people and their families face today. As it has for the rest of society, the last decade has brought about numerous new social and economic problems for Navy families.

The stresses military people and their dependents face play a major role in on-the-job attitudes and performance. More than ever before, how a Navy career will affect family life has become a key factor in making the decision to stay in or leave the Navy. Thus, the way Navy families view their roles has a direct relationship to the Navy's goals and the accomplishment of its mission.

"I've been a Navy wife for 23 of my 25 married years," said Delores Krause, an administrative assistant for the East Bay San Francisco USO. "My husband came back into the Navy five years ago with broken service. They made him an E-5. With seven children, I know what it is like to have problems.



Family Service Centers

I think families are very important to the military. If your spouse is not happy, if there are problems at home, it is going to reflect at work. The service has to realize that we are here, and we are part of it, too."

For some time, the Navy has recognized the importance to its members of a stable family life. And, because of its direct relationship to retention, achievement of organizational goals and safe-mission accomplishment, family life is an area of great concern in the Navy. But it wasn't always that way.

Even though the Navy always prided itself on "taking care of its own," professional assistance was often informal—limited sometimes to the personal opinions of shipmates and supervisors. There was little consistency in approach from command to command. Any community fortunate enough to have someone interested in formulating a program usually saw the program end when the interested party was transferred.

Captain Roger Kirkman, director of the Naval Air Station Alameda, Calif.'s, Family Service Center explained: "When I was the XO of a squadron, the CO was single so my wife was the outfit's family service center. When our squadron deployed, the first person any of the wives would go to was my wife.

"I think the Navy has always been concerned about these things, no doubt about that in my mind. But we haven't been very efficient at it. For example, when I finished my tour, my wife's expertise moved on to a new duty station with me. With most wives having to work outside the home, there's no assurance that someone will take over the job of looking out for the welfare of a command's families."

Some Navy-affiliated resources such as the American Red Cross, Navy Relief Society and United Service Organizations have been available at major bases. But the invaluable services that they provided were often not sought out until a serious need or problem had arisen.

Navy family assistance needs and methods of problem prevention fell un-

der the responsibilities of members of the Chaplain Corps. More and more, findings indicated that a formalized Navywide family program could more consistently provide a variety of needed services.

In 1972, an OpNav instruction directed the establishment of Personal Services Centers. These centers were to provide a variety of assistance to help support a Navywide approach to improving Navy life and careers. This program was a major steppingstone toward the development of today's family service centers, but funding was still the responsibility of the local command. Support varied from one command to another.

However, this was the first time any

attempt was made to standardize and centralize services which were not related to official duties and requirements.

In the mid-70s, the Navy organized several conferences which focused on the problems of single people and families in a rapidly changing military system. Then, in November 1978, the Chief of Naval Personnel and the Navy League jointly sponsored a Family Awareness Conference. The purpose was to identify needs of Navy families, find resources both inside and outside the military to meet those needs, and explore ways of coordinating services.

Two months later, based on recommendations of the conference, the Navy Family Support Branch was established under the Chief of Naval Op-



erations Human Resource Management Division.

"The primary purpose of the family service center program was to formalize an effort to provide professional personal services and support to Navy people and their families and help them deal with the everyday problems of military life," explained Dr. Ann O'Keefe, head, Family Support Program Branch.

"Though this idea was not new to the Navy, for the first time specific funding was allotted to establish a consistent, interrelated program worldwide."

Establishing the Navy Family Service Centers around the world, the support branch defined four key responsibilities which created a backbone for all the centers:

First—and key to the entire program—is that an FSC should be a one-step source for information and referral. It is up to each center to assess and research all the services at hand and put together a comprehensive listing of where to go when help is needed.

A center's second function is to provide closer coordination within the chain of command, thus developing a direct link between the commanding officer and the local director. This makes the center part of the local command rather than having it a tenant command controlled completely by the Navy Department, Washington, D.C. Such coordination enables the center to be more specific about the needs of its people. A command in Adak, Alaska, for example, will have different needs than one in Norfolk, Va., and can establish a program accordingly.

The third function of a center is to create programs, training and services to support specific needs of the local military community such as local ombudsman programs and pre- and post-deployment seminars.

The final function of a local center is to provide direct professional services which cannot be found elsewhere in the community.

With that foundation laid, pilot programs were started in San Diego and Norfolk. The success of these two pro-

grams generated so much interest that many commands began their programs with their own funding to get things moving.

At Naval Air Station Moffett Field, Calif., the commanding officer saw the need for establishing a program after attending the 1979 Family Service Center Workshop, conducted by Family Support Branch. The FSC at Moffett is not projected for funding until fiscal year 1983, yet they already have an innovative and active program under way.

With a professional staff of four, plus two interns, director Jeri Marlow has been actively supporting the needs of the command and its Navy community.

"People don't want just counseling and prevention programs. They have some very real basic questions that are directly relevant to being a family or individual in the Navy. Our information and referral service encompasses a very large network of community resources and contacts. It is something in which everyone on the staff is actively involved," she said.

"In the pro-active or prevention aspect, we're teaching people to deal with issues such as stress management before they become problems. We're not here just for families, we have also dealt with military departments and work areas," she said.

"We have a program called the deployment management program which deals with predeployment, deployment and post-deployment problems. This may consist of workshops or information."

Marlow and her assistant director, both working on their Ph.D.s in clinical psychology, recently flew to Adak, Alaska, on a P-3 *Orion* to help and to share their expertise with Adak's developing family support program.

"The flight also brought home to us the importance of people in this community being psychologically fit. On one of those planes, everybody has a job to do. If one person falls down on the job, for whatever reason, it affects every other member of the crew and the mission. It gave us a sense of what

they really go through on deployment."

Marlow indicated that most of the time the problems an individual is blaming on the Navy are not the Navy's fault. "We try to get them to look at the real problem, deal with that, and often the end result is a good feeling about where they are and what they are doing in the military."

At the present time, 22 FSC programs have been funded and many more are under way, which are operating out of their own funds. By FY 84, 62 centers will be funded to provide services for 85 percent of active duty Navy people and their dependents.

"Our centers are doing many innovative things that are really having an impact on the local commands," Dr. O'Keefe said. "Port Hueneme, Calif., teaches English to six different nationalities of dependents, including Spanish, Korean and Japanese. They also have an efficient sponsor program for both incoming and outgoing personnel."

Norfolk's FSC actually goes out and meets homecoming ships to provide a post-deployment briefing. Charleston, S.C., is having success with a very productive income tax assistance program.

Parenting workshops, child and spouse abuse programs, child care, education and job placement are some of the services the FSCs are providing. And all of this is just a sampling.

As the CNO put it at the 1978 Norfolk Family Awareness Conference, "We need to take care of our people, because our Navy people deserve to be taken care of."

Summarizing the personal support movement in the Navy today, Kirkman said, "There's a whole bunch of things we can do for both the sea-going sailor and shore sailor that will result in self-satisfaction and increased productivity. I hope people will take advantage of the services we can provide. Maybe then many more will see that the Navy really does care about them and it really is doing something about it."

—Story by PH1 Jim Preston
—Illustrations by Michael Tuffli



Terrorism

Closer Than You Think

January 1977: Five vehicles belonging to U.S. Navy men assigned to the naval base in Sardinia, Italy, are firebombed. A radical group calling itself The Armed Proletariat claims responsibility for the incident. Fortunately, there are no deaths or injuries.

December 1979: Gunmen open fire on the car of a master chief petty officer assigned to the U.S. Military Assistance team in Istanbul, Turkey. A Marxist-Leninist group claims responsibility for the attack which kills the master chief and his civilian driver.

May 1982: Four sailors walk by a popular nightclub in downtown Puerto Rico. The occupants of a passing car

spray the sailors with rounds from automatic weapons. A Puerto Rican Nationalist Group claims responsibility for killing one sailor and severely wounding the others.

These incidents are just a few of the terrorist acts to which U.S. military people overseas have fallen victim. In each case violence wasn't directed at the individuals but at what they represented. The violence was for effect; it was committed to obtain publicity for an ideology or a cause.

Left-wing anti-Zionists, right-wing neo-fascists, separatists and "liberation fighters"—their labels are as diverse as the cultures they represent. But like a product sold under various

brand names, only the terrorist packaging changes. The basic ingredients are the same: bombings, kidnappings, murder—violence for effect.

"Perspective is very important when you look at terrorism," said John Michaud, head of the Naval Investigative Service's Terrorism Division and one of the NIS instructors for a new breed of NIS agent—the terrorist-specialist. "The philosophy of terrorism is that in most cases people become symbols, actions become events, and violence becomes a tool. When the victims are military, they aren't perceived as individuals—they represent the strength, democracy and power of the United States."

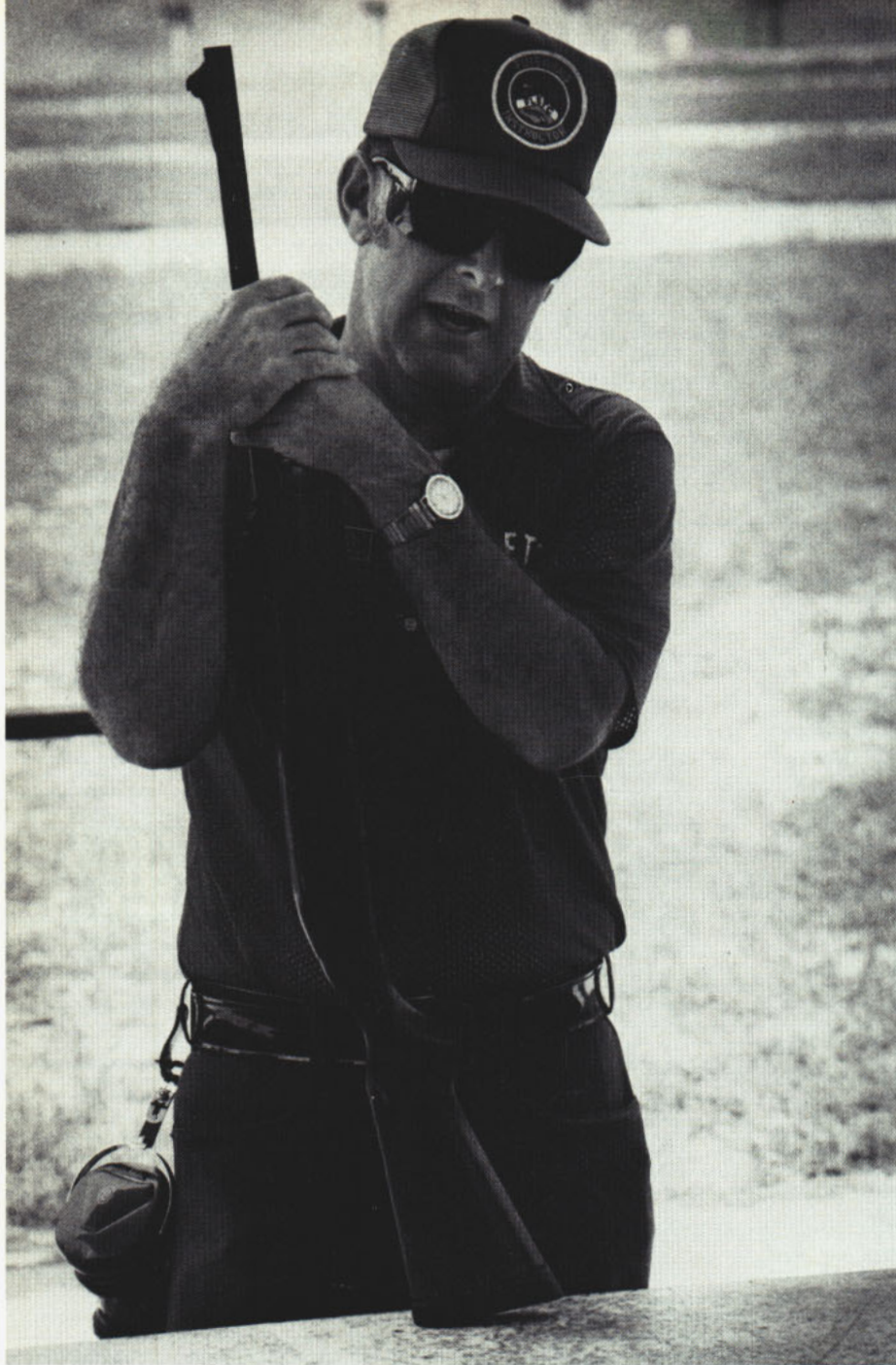
The role of the terrorist-specialist is to prevent terrorists from using the military—particularly Navy people—as targets of their violent acts.

Once thought of as being exclusive to the strife-ridden countries of the Middle East or the rebel-plagued nations of Africa, terrorism has become an international tool for what some researchers estimate as nearly 380 radical groups operating in some 63 countries.

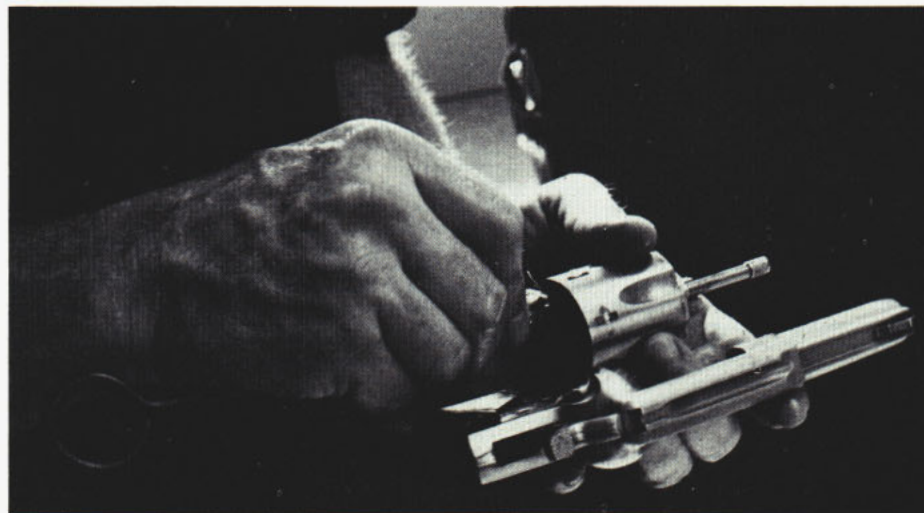
The Terror Network, a book on international terrorism by European reporter Claire Sterling, indicts many of



Terrorists around the world are moving out of the shadows into the limelight through deadly acts such as the bombing of this American diplomat's car in Europe. (Car photo courtesy of NIS)



NIS anti-terrorism training, conducted by NIS agents and veteran law enforcement officers on the staff of the Federal Law Enforcement Training Center, combines classwork with rigorous instruction in firearms handling. Graduates become familiar with small and large caliber weapons as well as ammunition such as hydroshock rounds for smaller caliber weapons.



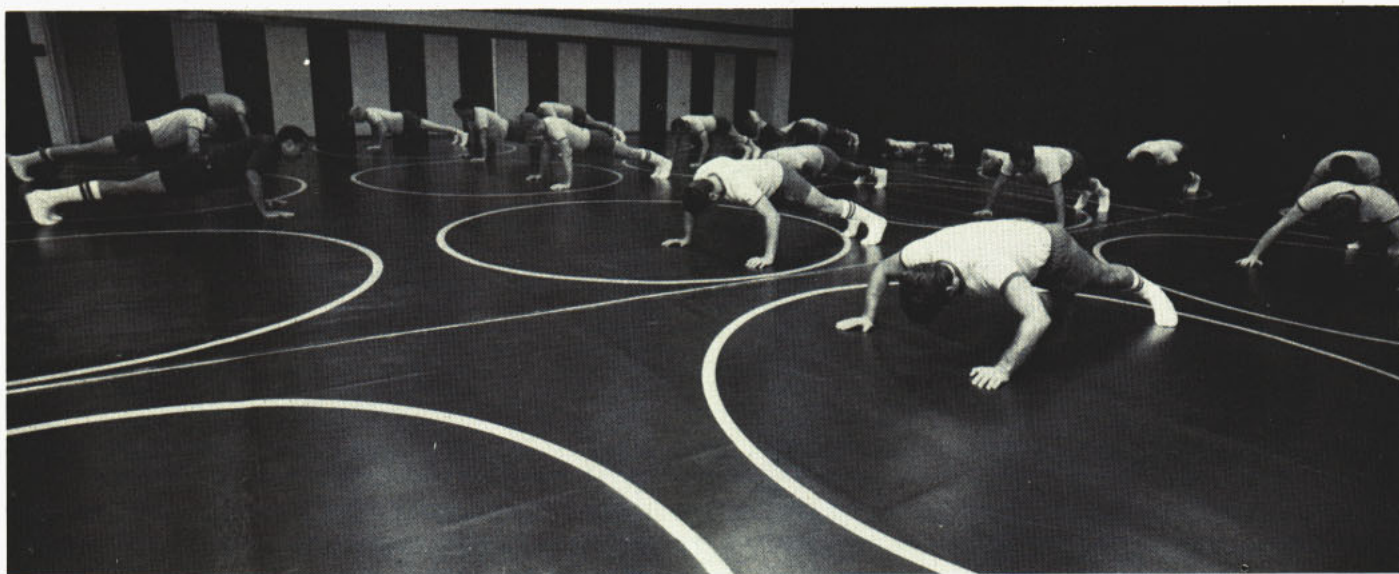
those countries as supporters of the international terrorist movement. While experts on international terrorism continue the debate on the scope of support provided by those countries, Sterling's book describes specific links between terrorist groups and the international backing they receive from countries such as Cuba, Libya and the Soviet Union.

"The purpose of any brand of terrorism is to do just that—terrify," Michaud said. "People are appalled by the senseless brutality of terrorist tactics and generally ask the question, 'Why?' "

The answer is that terrorist actions draw attention. Like showmen, terrorists try to outdo one another, but they use violence as a trademark to attract that attention.

One European terrorist group, for example, originated a terrorist technique known as kneecapping. A terrorist walks up to his or her victim and blows away the victim's kneecap with a high-caliber handgun. Because that tactic gained such popularity among other terrorist groups, the technique was modified to increase the "terror" effect. The latest variation employs a hand drill with a one-half-inch bit. The victim is approached from the rear and pinioned while his or her kneecap is drilled through from behind.

Much to the concern of the American public, terrorist groups are finding the United States an ideal target. In the past two years, they have stepped up



their violent tactics to make American diplomats, businessmen and military people prime victims of kidnappings, bombings and murder. Because the United States is generally recognized as one of the world's leading powers, terrorists see members of the American military, diplomatic and business communities as good subjects for their terror campaigns.

According to statistics compiled by the U.S. Intelligence Community, more than 38 percent of the 1,599 bombings, 93 assassinations and 154 kidnappings staged from 1968 to 1980 were directed at U.S. citizens and property.

Today, that percentage grows at a frightening pace. There were 36 terrorist attacks against U.S. military installations in West Germany in the first eight months of 1982, five times the total reported for all of 1981, according to one source. Another prominent source reported that between 1980 and 1981, terrorist incidents in this country increased from 19 to 43.

Whether in Nyack, N.Y., where in 1981 as many as four terrorist groups were suspected of participating in a \$1.6 million robbery that left two police officers and a Brink's guard dead, or in Europe, where U.S. military and diplomatic leaders face a constant threat from terrorist groups, Americans are becoming acutely aware that terrorist incidents are getting



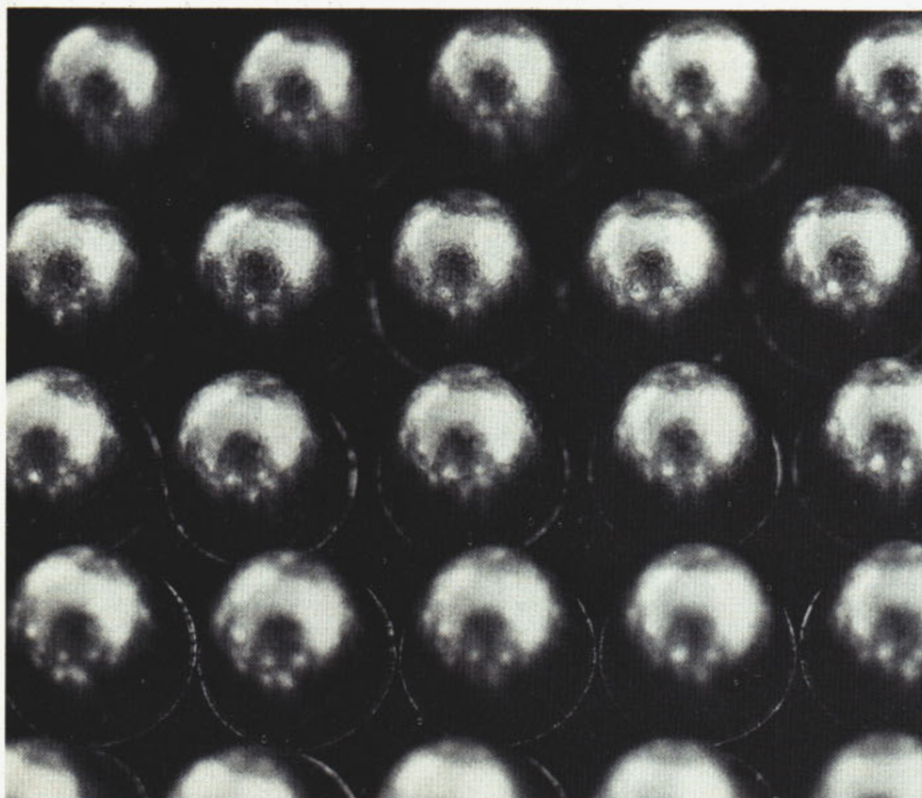
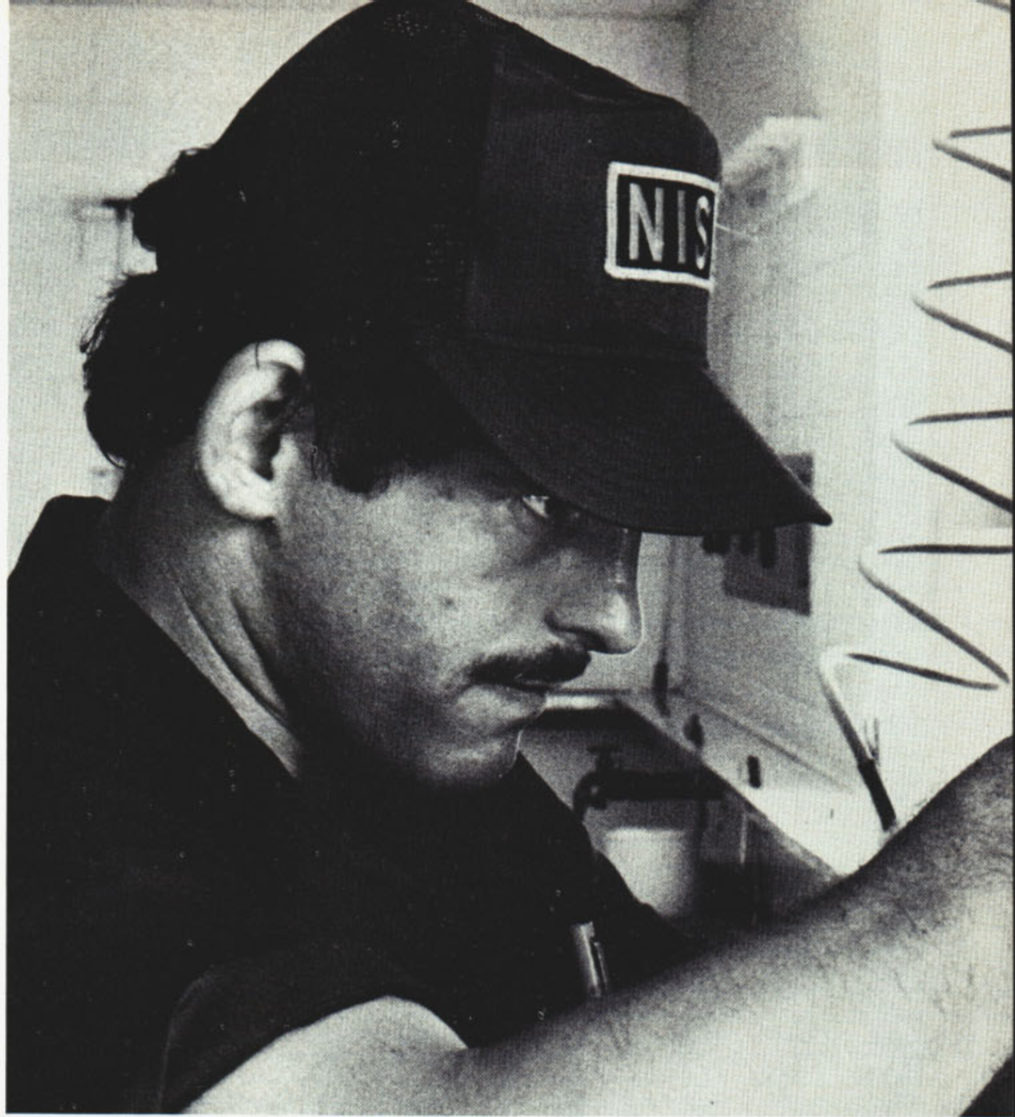
Students in the anti-terrorism training curriculum place as much emphasis on physical conditioning as they do on understanding the complexities of a myriad of explosives—the terrorist's favorite brand of violence. In one training exercise, a small amount of explosive is used to send a truck tire 200 feet into the air, reinforcing the students' classwork with an awesome display of power.

Learning to survive and keep their "principal" alive is the key to training for the anti-terrorist student. Each student learns firsthand that being accurate with a weapon is just as important as knowing how to properly handle and keep it clean.

closer and closer to their own back yard.

The terrorist threat to American military and diplomats in Europe was brought to national attention in 1981 when Brigadier General James L. Dozier, assigned to NATO's Southern European Headquarters, was kidnapped from his home by members of Italy's Red Brigades. After a nearly six-week intensive search by Italian authorities, General Dozier was rescued. But the Red Brigades' activities commanded Page One coverage around the world for the many weeks General Dozier was held hostage.

Less than a month later, Americans received another shock when Lieutenant Colonel Charles Robert Ray, an assistant U.S. military attache in France,



was gunned down by terrorists as he left his Paris apartment.

It was in response to those incidents that the Naval Investigative Service became actively involved in anti-terrorist activities. Special agents were immediately dispatched to Europe to conduct protective service details on a 30- to 90-day TAD basis. Terrorist briefings also were provided to pertinent naval people worldwide.

Although the Naval Investigative Service has always provided protective service, it was generally structured around specific threats to individuals. Last year NIS began providing constant protection against a real yet virtually invisible enemy—terrorists. This required the expertise of specially trained agents. To meet that need, a special anti-terrorism curriculum was established at the Federal Law Enforcement Training Center in Glynco, Ga.

NIS spent nearly two months devel-



oping the training program for the first group of anti-terrorist agents. The initial graduates were assigned to provide immediate protection for senior Navy representatives assigned to areas in Europe identified as hotbeds of international terrorism.

Staring sternly at the agent volunteers in the first anti-terrorism class, a veteran NIS agent gave them some sound advice. "The average terrorist is young, well-educated, idealistic, dedicated, trained and well-armed—not unlike you. But your job will be to protect your principal (the person an agent is assigned to protect) against that terrorist.

"You can't afford to ignore the threat of terrorist activity," he continued, "and the NIS teams must train constantly to be able to give the most professional protection to their Navy principals. They must be prepared to defend against myriad terrorist tactics, and this can be done only with team-





work developed through extensive training.”

Learning to deal with terrorists “on their terms” was a phrase each agent heard repeatedly during the intensive training at Glynco and again during a special protective driving course at the Secret Service Academy in Beltsville, Md. In and out of the classroom, the NIS agents heard three recurring themes:

- First, dealing with terrorists “on their terms” meant knowing how a terrorist might react to any situation.

- Second, violence should be avoided whenever possible so that neither the life of the principal nor that of an agent would be endangered.

- Third, if violence could not be avoided, agents must be prepared to

lose their lives for the principals they’re assigned to protect.

“Each of us in this class knows the risks involved with the job,” said one agent. “We’re here because we all recognize the need for people trained in anti-terrorism, and we know our job isn’t going to be easy. We also know that in some cases protecting the people we’re assigned isn’t going to be as difficult as convincing those same people they need protection.

“Convincing a senior official that his or her life is in danger and that an agent is the only thing standing between that person and a terrorist attack is a pretty difficult job in itself.”

Terrorism is something that is largely ignored unless there has been a recent terrorist incident. Most people

Attention to detail is the recurring theme throughout an NIS agent’s training, whether cleaning a shotgun after firing practice, reacting quickly on the target range or identifying possible bomb-hiding places.

take the attitude that it could never happen to them or that they aren’t important enough for terrorists to concern themselves with. The fact is anyone can be the target of a terrorist attack.

In order to become an effective shield for the people they are assigned to protect, the NIS agent must first become the principal’s mentor.

Psychology plays an important role in understanding the makeup of a terrorist as well as the emotional stress with which an agent’s principal may have to deal. Most terrorist groups are

composed of three basic personalities. The leader is the thinker or planner. He or she incites whatever following there is for the ideology or cause the terrorist group represents.

The other two personalities are found in the group's broad-based support. The activist is the shooter, the person who detonates the bomb or pulls the trigger of the gun. The rest of a terrorist group would be considered the "gofers" or followers—guilt-ridden hitchhikers who need a Stalin-like figure or a cause for which to fight or die.

Along with the basics and theories of terrorism, the agents received a heavy dose of experience concerning explosives, weapons handling and actual stress situations they might have to deal with in their roles. Statistics and

facts on the composition and potency of various explosives were sandwiched between advanced training in the use of shotguns and handguns and grueling workouts on survival courses.

"I thought I knew a lot about explosives until I came to this program" said an NIS agent with nearly a decade of field experience. "But some of the statistics relating to firearms and explosives are difficult to imagine.

"For example, if a detonating fuse were stretched from New York to San Francisco, it would take less than 9 minutes to burn its way over the 3,000-plus miles. Eighty-five percent of armed encounters occur at a distance of 10 feet. And, the average person can fire three rounds from a handgun in less time than it takes to light a cigarette."

"The training we provide these agents has to be good," said NIS Special Agent Jerry Nance, a Marine Corps veteran and an instructor in the survival phase of the training. "We work these agents hard because history has proven that in a panic people revert to the training they've received—they have to be able to defend themselves in any kind of stress situation."

Therefore, to defend the people they're sworn to protect, to keep terrorists as far as possible from American shores, and to be able to defend themselves, the Navy's anti-terrorist specialists continue to hone their skills and anti-terrorist techniques. In their business, it's often the fast, accurate response that makes the difference.

—Story and photos by JOC Lon Cabot

"Keep That Elbow Down!"

Outside in the training area, a young agent gripped the stock and breach of his shotgun. He nosed its barrel out before him as he slid against the stucco wall. He popped his head around the corner, quickly surveying the terrain

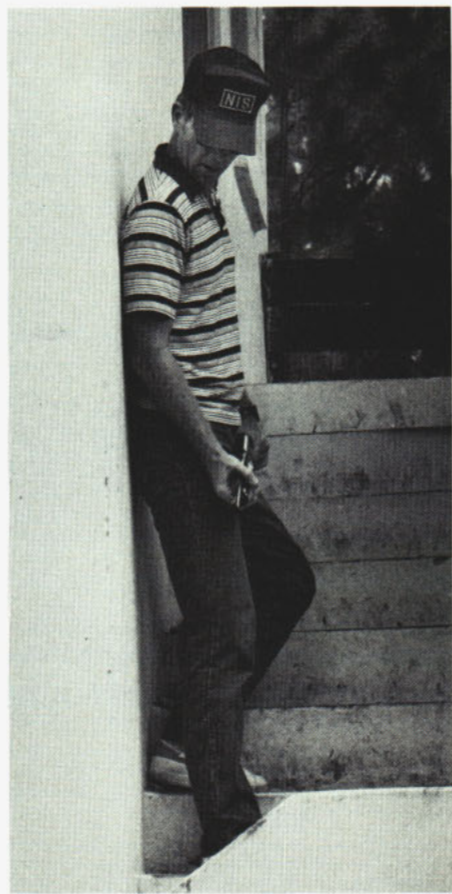
before breaking into a dead run for his next cover.

As he ran, his arms tensed from the weight of the gun. The enlarged veins of his neck seemed ready to burst as he sucked in the hot, humid air. Only seconds passed before he was firing round after round at cardboard figures of weapon-wielding terrorists.

"Keep that elbow down!," screamed an instructor at the firing line. "Take down the targets that can do you the most harm! Watch the guy with the shotgun!"

The yelling and screaming of the instructor was barely audible over the cracking and booming of the shotgun fire. Still the expression on the face of the agent at the firing line showed he had heard every word the instructor said.

When their instructors spoke, the student agents listened. They all knew that some day, somewhere, their own lives or the lives of the people they are bound to protect might depend on just how much and how fast they could remember what they had been taught.



The Fleet Comes to

On the grounds adjacent to the U.S. Naval Academy's chapel, sailors in dress blues marched in columns of two as an upperclassman called cadence. This was probably the last day that those in the formation would wear the uniforms of enlisted people.

Fifty-seven men and women of the fleet reported to the Naval Academy this past July to take their places as members of the class of '86. As plebes—midshipmen fourth class—they were ending enlisted careers and embarking on a four-year course which would eventually lead to bachelor's degrees and commissions as either ensigns in the Navy or second lieutenants in the Marine Corps.

"Induction day was hectic," said former Electronics Technician Second Class Ted Huskey. "It was hot and long... we were moving all the time."

From here on out, the midshipmen would handle an average academic load of between 18 and 22 hours of classes per semester along with heavy military training and required competitive athletics.

Impressions of that first day of plebe summer were nearly universal among midshipmen from the fleet. They believed they adjusted far better than counterparts who had just come out of high school or other colleges.

"I didn't find the transition to the academy difficult at all," said Greg

Salvato, a former electronics technician second class. "Certainly it's rough here these first few months, but it's not that much different from boot camp or, for that matter, the 15 months I spent in the BOOST program in San Diego."

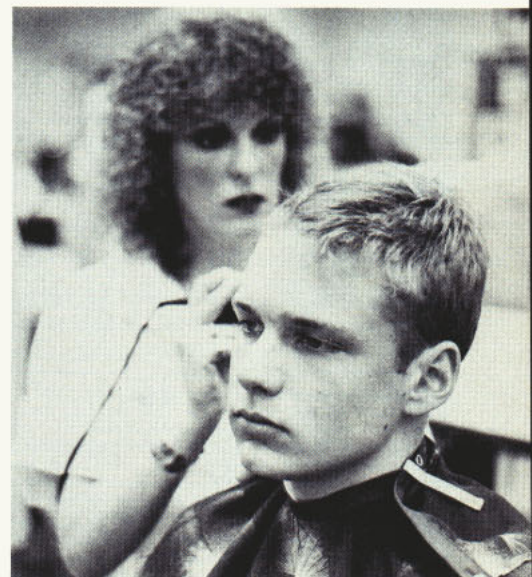
Salvato, Huskey and a number of other bluejackets took advantage of BOOST—Broadened Opportunity for Officer Selection and Training program. The program prepared them to compete for four years of college on a Reserve Officer Training Corps scholarship or four years at the Naval Academy. They competed for academy and NROTC appointments just like any of the other candidates.

For many of the class of '86, BOOST was their salvation. They had previously been turned down for admission to the academy while in high school. Salvato, for example, had applied twice before. Only after 15 months and high grades achieved in BOOST did he finally win an appointment.

Elizabeth Hrnicek wanted to come to the academy since her junior year of high school but found the competition so keen that she ended up enlisting in-



Wearing dress blue jumpers for perhaps the last time, midshipmen-to-be are introduced to a new way of life that includes, among other things, a very short haircut.



the Naval Academy



Plebe summer, six-week indoctrination, means lectures, getting fitted for new uniforms, standing inspection and never-ending study.

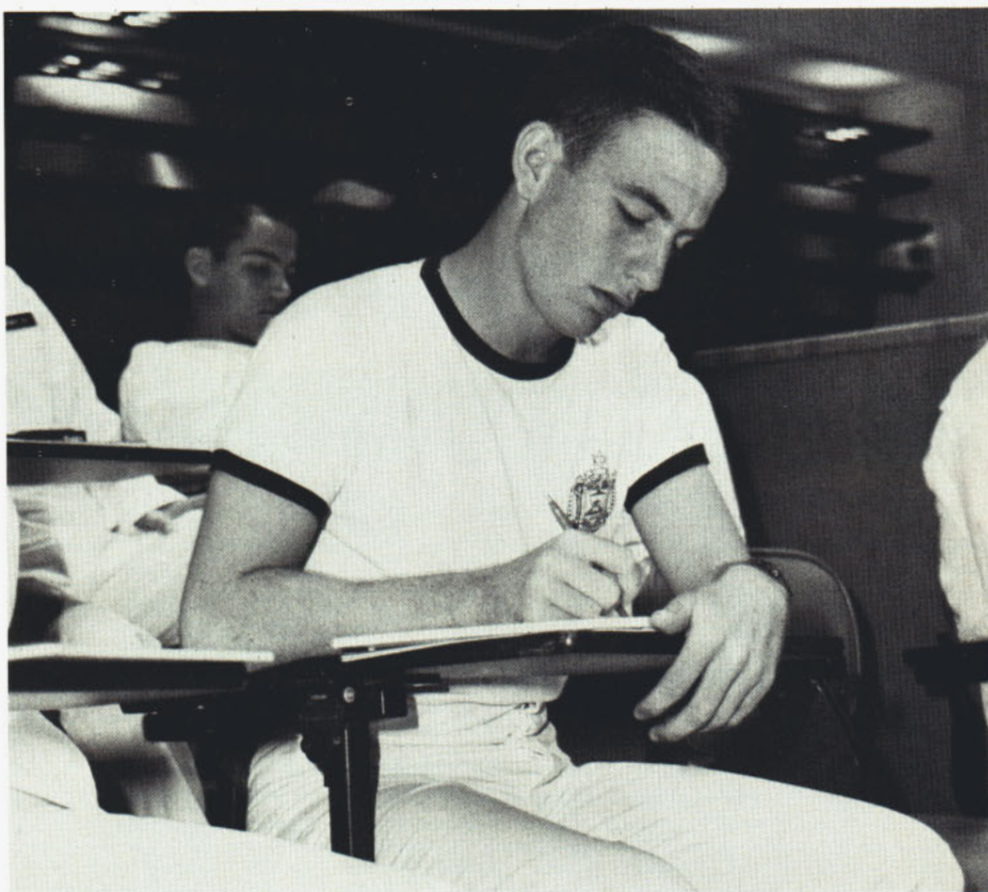


stead. Once she was on active duty, she applied for BOOST and another chance at college.

"It's an excellent educational opportunity," she said. "There's no better professional naval training around. There are a lot of opportunities in the Navy for women."

Some 12,000 hopefuls apply for nominations to the academy each year but only 1,300 receive appointments—a one in 10 chance. For enlisted sailors and marines, however, the odds are better. The Secretary of the Navy controls 85 appointments each year which can be used for active duty sailors and marines. The secretary controls another 85 appointments for reservists.

The dean of admissions, retired Rear Admiral Robert W. McNitt, said the academy is anxious to receive more fleet applications. He said that the academy's reputation for accepting only those graduates at the top of their high school class scares off many potential fleet applicants.



Naval Academy

"We recognize," he said, "that the candidate who has been out of school for a couple of years and is producing in the fleet has done something unusual if he or she is a good performer. The recommendation of a commanding of-

ficer can overcome, to some degree, a less than sterling high school performance.

"These people have gone beyond normal expectations and have demonstrated real ability as military members; they have proven themselves in the adult world."

Even if a sailor was graduated from high school with a C average or slightly lower, there's still another chance for acceptance by the academy—it's NAPS—the Naval Academy Preparatory School located in Newport, R.I.

NAPS is a one-year program designed to help sailors, marines and civilians improve previous inadequate high school performance or a weak academic background.

"The school gives fleet sailors an extra year to either catch up on their academics or strengthen their knowledge in such areas as physics, mathematics

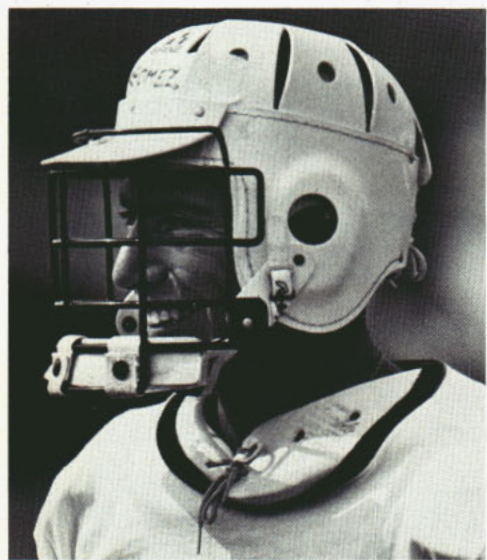
and chemistry," said Captain John W. Flight, director of candidate guidance.

Chief Yeoman Mike Klunk, who works with fleet applicants said, "Any sailor or marine who wants to attend the Naval Academy should try for a nomination. The worst thing that can happen is to be turned down."

Applicants for admission to the academy generally must not have reached their 22nd birthday by July 1 in the year of admission, must be unmarried and must be of good moral character.

Career counselors have the necessary information for any fleet member to begin the nomination process. For more information on the Naval Academy and admissions policy write: Candidate Guidance Office at the U.S. Naval Academy, Annapolis, Md. 21402.

—Story and photos by JO1 Ron Hill
(PA Office, USNA)



Former enlisted sailors—Shawn Conroy (top), Anthony M. Gomez (above) and Mark Popeck (right)—find a mixture of reminders of old recruit training like shouldering M-1 rifles and an introduction of new activities such as lacrosse—one of Gomez' favorite sports—plus fencing, included as part of their new experience at the academy.



Discovering the Ocean's Secrets

Locating underwater submarine hideaways may be easier and faster with the help of a new computer application developed by Navy civilian scientists.

Ron Miles, an electronics design engineer, and Bob Brown, an electronics technician, of the Naval Ocean Research and Development Activity, National Space Technology Laboratory Station, Miss., developed a "friendly" computer application that uses existing technology and equipment to report ocean temperature, depth, salinity and sound velocity more easily and quickly than before.

The new computer application, called the Expendable Probe Data Acquisition System, plots the data aboard ship or aircraft almost immediately. It discloses, among other things, the existence of "dense" water, a favorite hiding place for submarines. Sonarmen using the plot can make a much more accurate and faster submarine search than was possible by the old data acquisition and hand-plotting method, the scientists say.

The system can also be reprogrammed easily, allowing subsearchers and scientists to change search patterns and methods to suit their current situation.

Collection of physical oceanographic data for research and survey purposes usually depends on the use of expendable bathythermograph probes. A system based on available "friendly" computer technology was needed to

collect, process and store large amounts of oceanographic data from the probes quickly. Miles and Brown began working on the system more than a year ago.

"Our system differs from other units doing the same thing," said Miles, "because the computer is small, 'friendly' and easy to operate. Flexibil-



ity and the rapidity with which it acquires, studies, plots and stores oceanographic data are its unique features.

"It's good for scientists who know a little bit about processing and programming and want to change data while aboard ship or an aircraft, or who need data plotted in many forms immediately."

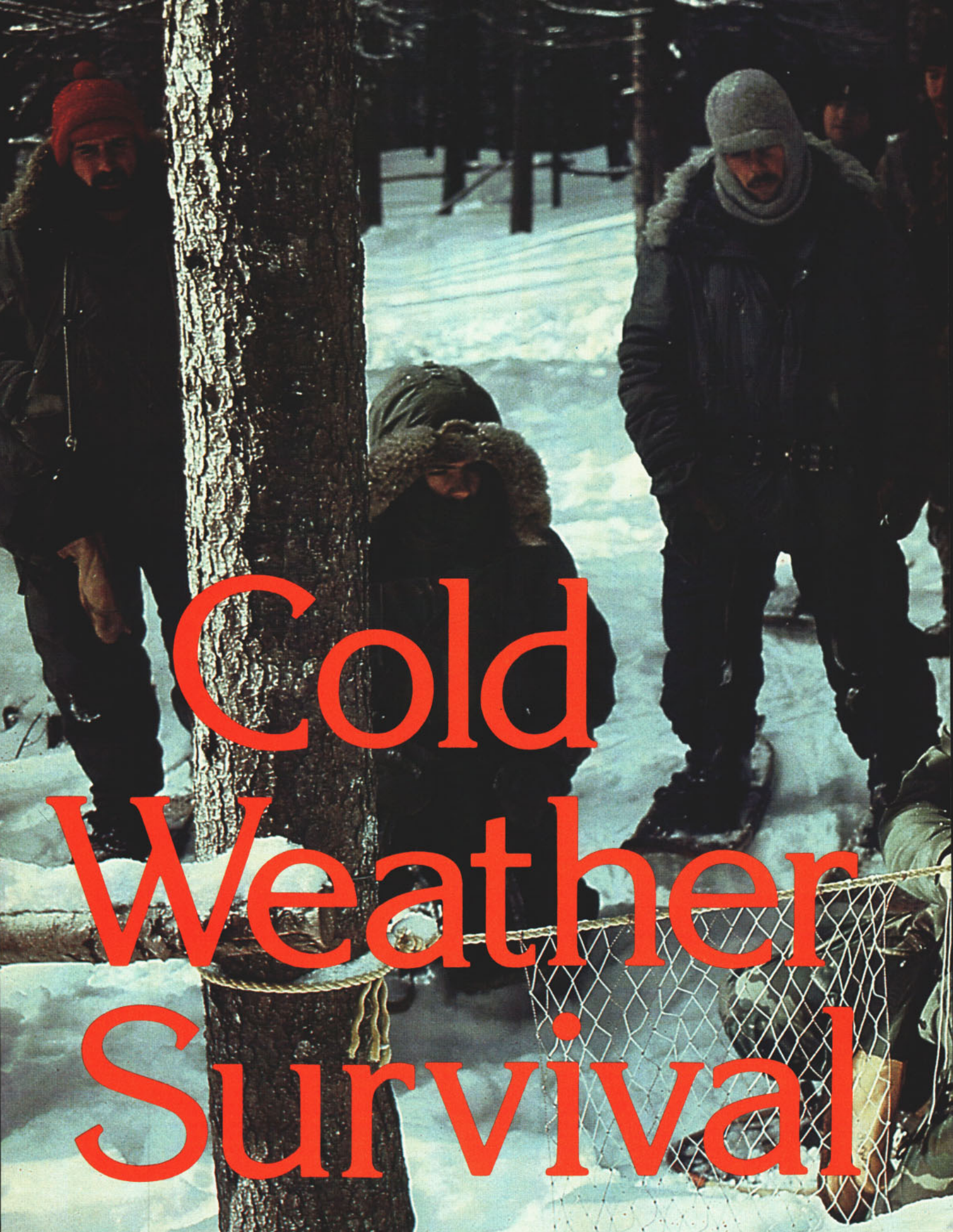
Brown explained, "If you know the water temperature and density, you know where to look for subs and where to direct the sonar.

"Our system provides information about water temperature and density much more rapidly than the old method of plotting this information by hand. It speeds up the process and lets you identify areas of concern more rapidly. It also helps in mapping an area to be defended and protected much faster than before. You want to know what's there at all times. The computer maps the sea from top to bottom and allows you, for a short period, to know what the ocean is like and for what and how to search."

The probe, attached to a hair-thin wire, starts sending data to the ship-board computer as soon as it is dropped overboard. It can fall as much as 3,000 feet below the surface. Aircraft drop probes in canisters from a tube, and a small parachute floats the canister gently to the water. When it hits, the chute falls away, an antenna pops up, the canister becomes a buoy, releases the probe on its wire and about 30 seconds later, temperature and depth data are radioed to the aircraft.

Miles and Brown tested their new system in March 1982, when the Office of Naval Research asked their help in studying the Gulf Stream's meandering characteristics along the East Coast. Men and machines boarded a P-3 *Orion* aircraft. The expendable bathythermograph probes were dropped as the *Orion* crossed the Gulf Stream, and data was sampled at two-minute intervals for about seven hours. The Expendable Probe Data Acquisition System's interface subsystem, computer, peripherals and software performed flawlessly, the men said, producing high-quality results with a high degree of reliability.

"Although this was primarily a test to verify the system's performance," said Miles, "much useful data was provided the Office of Naval Research. The system allows the scientific research and development community to find out more about the oceans for use in surface and subsurface operations. It really helps researchers. They can change the way the system works depending on what they find and adapt what they're doing to what they're finding."



Cold Weather Survival



There was no hint that morning that they would be thrust into a totally alien environment. After all, it was just the weekly milk run.

Now, however, the situation had changed.

Only minutes before, their plane had crashed in the winter wilderness of Maine. It was up to them to survive or perish; they were on their own.

This scenario represents the survival problem that students of the Navy's Cold Weather Environmental Survival Training face. The plane crash is simulated, but the firsthand experience illustrates that failure in a real situation would leave no second chance.

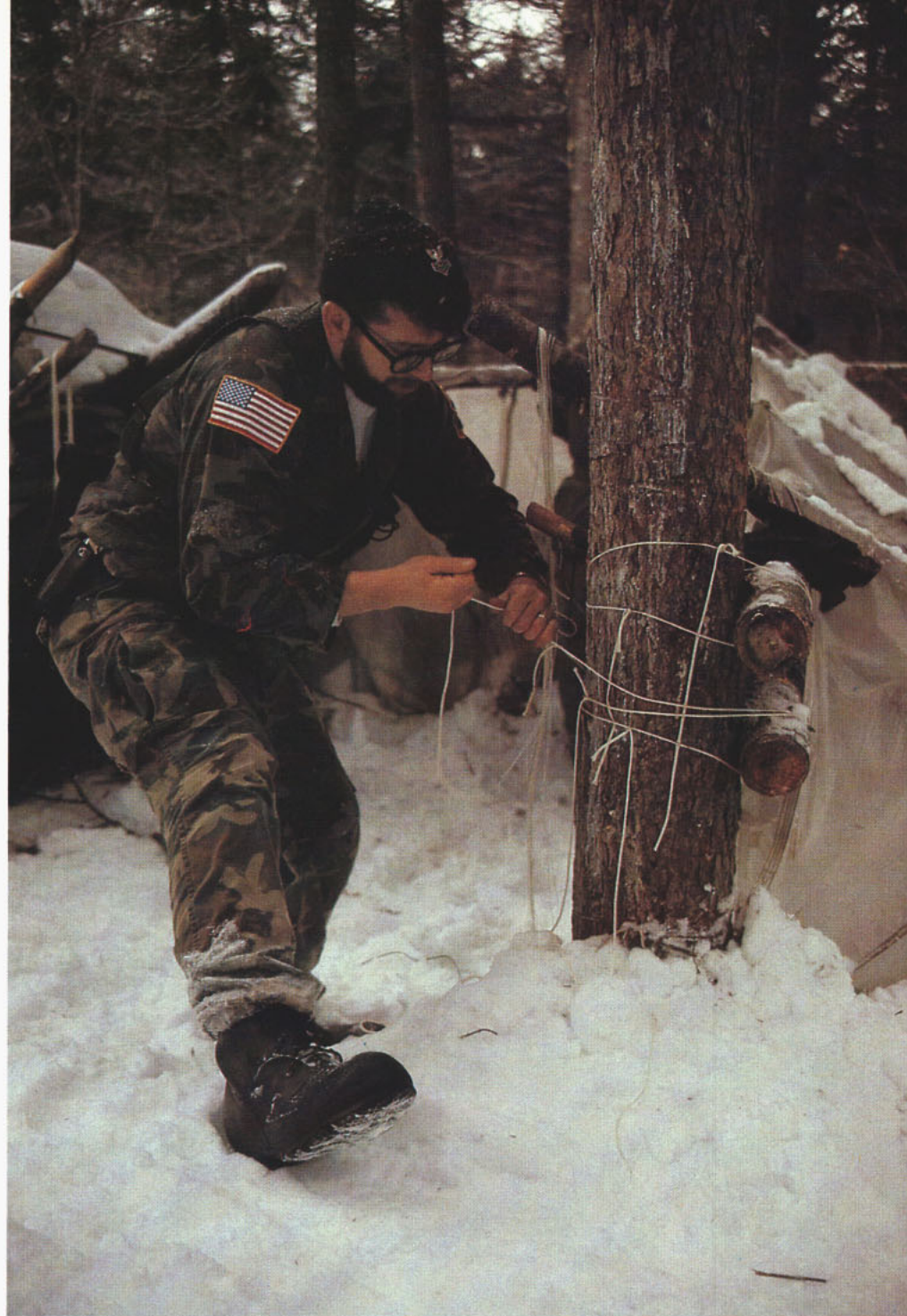
Cold Weather Environmental Survival Training is part of the Navy training program conducted by the Fleet Aviation Specialized Operational Training Group Atlantic, Brunswick, Maine, Detachment. While their primary mission is to conduct 19 survival, evasion, resistance and escape courses annually, the detachment also conducts two cold weather courses each year for Navy men and women. These five day courses in January and February are the only Navy cold weather training taught stateside other than the SERE training from October to April.

"When people talk about training at the Naval Air Station Brunswick, they're talking about FASO," said Lieutenant Commander Walt Hodgdon, the detachment's officer in charge. "We run the P-3 flight trainer, the maintenance management training, the anti-submarine warfare training and, of course, the survival training."

The no-frills course in cold weather survival is taught by Navy qualified SERE technicians in a remote 4,000-acre wilderness area near the Canadian border. The Rangeley Training Facility offers the natural environment for CWEST's authentic survival training. There, students are allowed inside only when the wind chill index reaches 50 degrees below zero.

Instruction begins in the classroom but soon moves into the field for practical problems and a final examination. Topics such as the psychological aspects of survival, shelter building, food and water gathering, snowshoeing, traps and snares, contour navigation and survival first aid are covered. In addition, special emphasis is given to frostbite and hypothermia—the major cause of cold weather fatalities.

"We take a novice and make that person fully confident in his or her own ability to survive," said Hodgdon. "Survival is an individual thing. It de-



pends on whatever the person takes aboard and whatever he or she does with it."

Last February, All Hands joined the Navy, Marine Corps, National Guard and Coast Guard students attending a one-week cold weather survival course.

The first day of training began with the classroom session. From the very beginning, instructors stressed that the urge to survive is basic in both humans and animals. And, the first obstacles to overcome in a survival situation are not so much physical as they are mental.

Case histories cited during the training supported that contention and showed that people have survived with no knowledge of survival techniques but with one idea: "I am going to live!"

"We tell the students you can't have an 'it-can't-happen-to-me' attitude," said Yeoman First Class Bruce L. Whipple. "People have to be optimists—pessimists become death statistics."

"Our training teaches students to be stubborn and gives them an unyielding attitude of knowing they're going to



YNI Bruce Whipple (far left) assists students in repairing one of the cold weather shelters. Before students face a survival situation, FASO's instructors teach snowshoeing, shelter building and various other survival techniques.



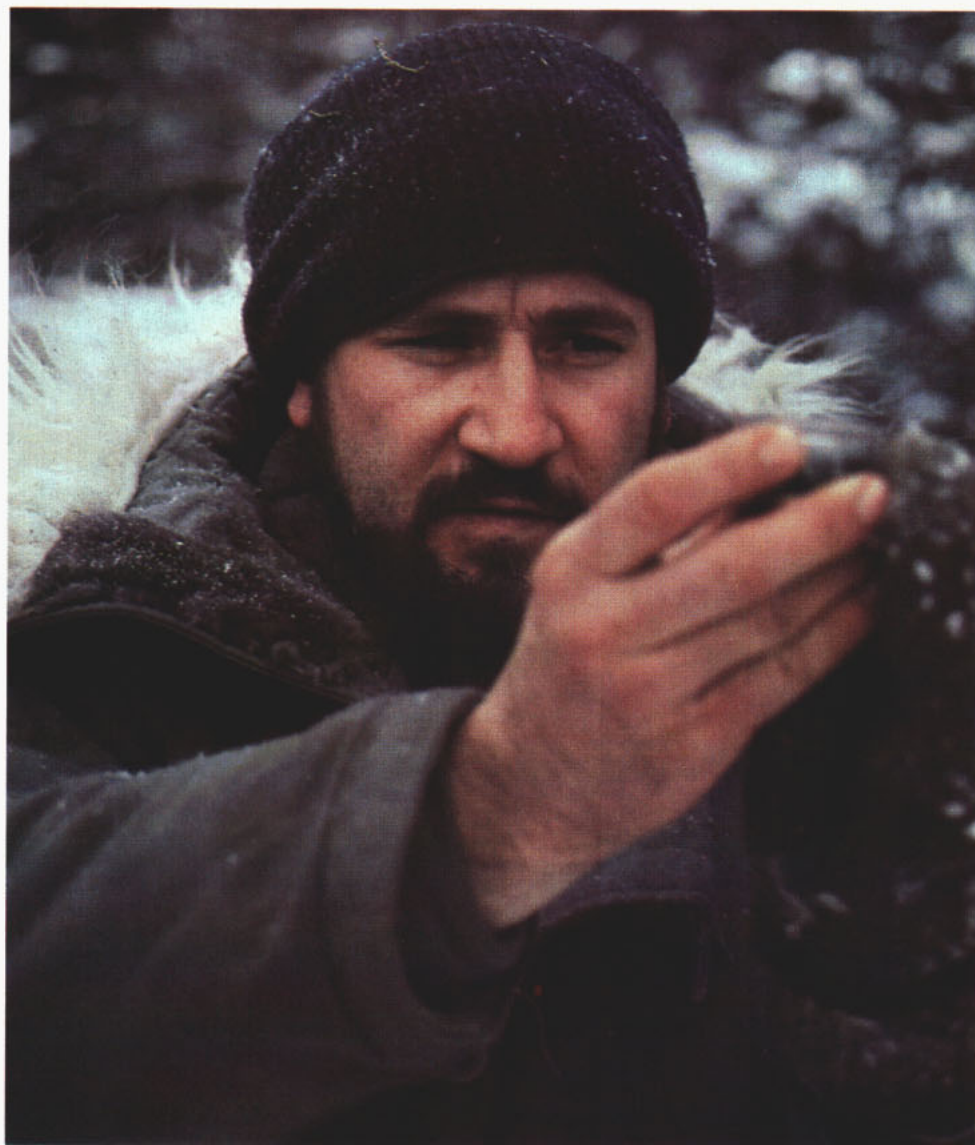
make it back. Otherwise, they'll catch 'give-up-itis.' "

Initial classroom time provided the students with the basic concepts of survival. Films on general survival skills, proper clothing and equipment, and first aid were accented with handouts and instruction on survival patterns, map and compass orientation, pack making, and water and food gathering.

Formulas such as the pattern for staying alive (first aid, fire, shelter, signals, and food and water) and the seven enemies of survival (pain, cold

thirst, hunger, fatigue, boredom and loneliness) were integral concepts quickly memorized by each student. These formulas and others taught during the rugged course are keys to surviving in any environment.

The classroom work ended with issuance of gear. Each student received surplus arctic clothing, two sleeping bags, a ground cloth, canteen, knife, map, compass, whistle and snowshoes. In addition, students were allowed to bring extra dry socks, two small rolls of hard candy or two packs of gum,



along with matches, and any survival kit they had.

At that point, the textbook lessons emerged into hands-on survival. On the second day, a two-hour, pre-dawn bus ride took students to the training facility. And breakfast—their last full meal—was a box lunch on the bus. From there, it would be up to them to catch or find their next meal.

“That’s all they get. Once up there, they fend for themselves,” said Senior Chief Dave Hazard, course leader. “That’s with the exception of a box of C-rations and the rabbit each group gets to skin later. But one box of C-rations and a rabbit don’t go far among eight people.

“Mostly, how well they eat depends on how well the group fends for itself,” Hazard added. “We had a class last year that caught a total of 11 rabbits. They didn’t need any addition-

al food from us. Of course, they got tired of eating rabbit.”

Amidst snow-covered hemlocks, pines and leafless birches, the students shouldered the makeshift packs they had put together with pieces of canvas and parachute cords. Clad in mismatched and multicolored arctic clothing, they began the strenuous one-mile hike up “Heart Attack Hill” to the one-room log cabin at the survival compound.

Staggering in after more than an hour’s climb, the 45 students were divided into five groups for individual instruction. After a brief introduction to the use of snowshoes, they waddled through the scenic campsite to their

lean-to-shelters, under the watchful eyes of their three instructors.

“We watch for frostbite and hypothermia or anything that’s going to take a toll on the student,” said Whipple. “We don’t want to lose anybody. Safety is paramount around here.”



At the mercy of the elements, students quickly realize the value of their training. Now, textbook lessons have evolved into hands-on survival in Maine’s rugged wilderness.



"Getting out of the sleeping bags and facing another day was rough," said Electronics Technician Second Class Tony Almon. "But you realize there are things you need to do to survive."

The third day included demonstrations on building signal fires, use of Navy smoke markers and flares, building shelters, finding food and water, navigation and first aid problems. Such skills are invaluable in any survival situation. In addition, several students busied themselves by making snowshoes, cooking utensils, and gill nets from a parachute and by using nature's own raw materials.

A three-hour cross country trek and an exercise in contour navigation climaxed one day's training. Through actual experience, the trek emphasized and reinforced the difficulties and dangers in attempting cross country winter travel. The students took turns at orienting the map to north, finding their location and blazing the trail. Instructors tagged along, offering only spare words of advice.

As the groups rambled in tired but pleased with themselves after navigating nearly two miles of Maine's woods on snowshoes, they were trucked back to the survival campsite. While their instructors lounged in their heated Quonset hut, the students were forced to combat feelings of loneliness and boredom on their own.

By midday the last day—Friday—the Cold Weather Environmental Survival Training ended. As soon as possible thereafter, the students were back in Brunswick searching for a hot meal and hot showers.

"The course's value is in the confidence you gain. You know you can survive because you did it," said Lieutenant Commander Bradley Smith, a student.

"Our hope is that the students absorb and remember what they learn in this course," said Whipple. "Not too many people are knowledgeable about cold weather survival. Our satisfaction is in knowing that what we teach here might someday save a shipmate's life."

—Story and photos by JOC James R. Giusti



"The students sometimes feel over-protected, but we're training in below zero weather at times," added the senior chief. "Everyone is on the buddy system here. No one goes anywhere without a buddy."

By nightfall, the five groups had settled into what would be a nightly routine for the next three nights. They had collected firewood, set traps, cooked whatever food they had and assigned the night-long fire watch rotation to keep the fire going.

"You know what it feels like to be really cold," said one student, Coast Guard Lieutenant Chris Snyder. "You quickly learn to develop a plan and be organized before making your next move."



Bearings

Naval Air's War Against Drugs

In response to the Navy's "get tough" stand, the Chief of Naval Air Training is attacking drug and alcohol abuse with a variety of programs.

Beginning with education by the Navy Alcohol Safety Action Program and the Navy Drug Safety Action Program, all training wings now provide four hours of information on alcohol and drug abuse for all hands reporting aboard. Additionally, dependent children of Training Wing Five members (Naval Air Station Whiting Field, Milton, Fla.) are given drug education. This not only helps the young people but also helps the careers of their parents.

Training Air Wing Six, located at Naval Air Station Pensacola, Fla., is working with the local community by participating in a joint civilian and military drug and alcohol council.

At the Naval Air Station Meridian, Miss., service members sponsored a street dance to help counteract the peer pressure that may cause many young sailors to use drugs. The price of admission to the dance was simply the purchase and wearing of a "Not in my Navy" T-shirt.

But what happens if lectures and social events such as street dances fail?

Navy guidelines state that commissioned officers, warrant officers and chief petty officers who use drugs will be separated from the Navy. An enlistee first offender who is not drug-dependent will be given appropriate discipline and counseling. But a drug-dependent first offender must enter and successfully complete a residential rehabilitation program.

Second offenders will be retained only if they exhibit exceptional potential for further useful service. Otherwise, the separation may include an "other than honorable" discharge.

"If you are aware of drug abuse and, as a supervisor and a leader, do



nothing about it, your CO could award you a court-martial," said Captain Harold A. Taylor, head of the Navy's Drug Rehabilitation Center in San Diego.

In addition to CNATRA's educational programs, enforcement is being stepped up at all air stations. Portable urinalysis kits are being used to detect chemicals, and drug detection dogs aid in checking vehicles, aircraft, ships and living spaces.

According to Ensign Kevin O'Brien of the Human Resources Office, the dogs have a proficiency rating above 90 percent. "That means," said O'Brien, "if the dogs indicate or 'hit' on a scent, we can be confident that drugs are or were there. You can double wrap it, seal it or try to mask the odor, but the dogs will still find it.

"We frequently do random vehicle checks in parking lots and at gates," he added. "If drugs are found in the vehicle, it may be impounded and the owner may not get it back."

"Vehicles on base are the responsibility of their owners. If your child or friend leaves drugs in your car, you're in trouble," said Master Chief Fire Control Technician R.H. Wright of CNATRA Human Resources Office.

Determined to combat the effects of peer pressure, sailors at NAS Meridian, Miss., enjoy a street dance while sporting their "Not in my Navy" anti-drug T-shirts.

That may seem harsh, but it all supports CNO's drug abuse policy. As Wright said: "The Navy still wants its people to stop using drugs and to stay in. But if they don't, out they go!"

—Story by Lt. Ken Jarvis
(CNATRA, NAS Corpus Christi)



A Medtech's Unusual Adventure

Enjoying the experience she's getting and learning more than she would in any classroom, Hospital Corpsman Second Class Sharon O'Leary, a preventive medicine technician, has become a familiar sight to the 2,000 natives who live in the remote, mountainous areas of Zambales and Bataan provinces north of Manila.

Attached to the Subic Bay Naval Facility in the Republic of the Philippines, O'Leary and other team members make weekly trips to the villages to identify, treat and help control malaria. The medical teams increase their visits to the village during the November to May dry season—the high transmission period for malaria.

Treatment consists primarily of taking blood smears and treating anyone showing signs of infection. But if the medical teams entered the villages only to collect smears, participation would be low. So they hold sick call, knowing

Most villagers gather at the health center for treatment, but some come out of curiosity.



that everyone in the area welcomes being treated for minor illnesses and injuries.

"We treat everything from colds to traumatic injuries," said O'Leary. "I've seen some cases most medical people will never see."

The medical teams also provide den-

Left: HM2 Sharon O'Leary, one of the Navy's preventive medicine technicians in the Republic of the Philippines. Below: Patients waiting to see the "doc" watch O'Leary clean and dress a woman's injured foot.

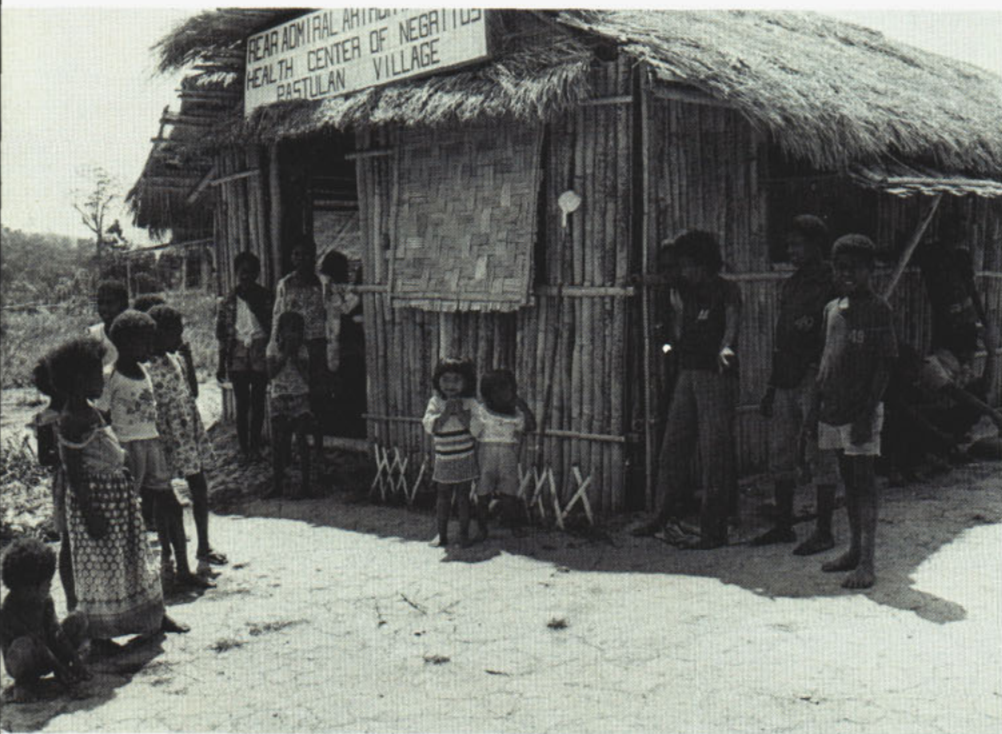


tal care, hand out vitamins and counsel natives on the importance of balanced diets. Such counseling has resulted in many of the families growing their own vegetables. "I feel good about the preventive medicine program," O'Leary added. "It's very necessary and very worthwhile."

"The Negritos live by hunting and fishing and usually subsist on rice, fish, fruit and wildlife such as wild pigs and fowl. The natives are an honest and generous people, and they are grateful for the visits," O'Leary said.

Wanting to give something in return for the medical services, they offer the teams homemade gifts of baskets, bows and arrows, even knives. And while they have little more than the basic necessities, each week they prepare a special lunch for the medical teams.

*—Story and photos by JO2 Ruby Morse
(ComNavFor Philippines)*



Bearings

Navy Civilian Wins Fogarty Award

A Navy employee has saved the government about \$738,000 and won a national award by helping handicapped people make the best use of their skills.

Frank G. Cherry, the award winner, coordinates handicapped affairs at the Naval Air Rework Facility in Pensacola, Fla., and heads the "Special Emphasis Work Program" for disabled employees at the facility.

He received the annual John E. Fogarty Public Personnel Award from the President's Committee on Employment of the Handicapped in June. Cherry was cited "for his outstanding contribution in providing job oppor-

tunities and developing and instituting programs for disabled people in a public agency."

One of Cherry's innovations is a recclamation workshop staffed by eight or 10 handicapped people who screen hardware removed from aircraft or during reassembly for reuse. Navy records show the shop has saved the Navy about \$738,000 in the past 2½ years, not including salaries. The shop also smooths the transition from handicapped rehabilitation facilities to the job.

Cherry, a GS-9 with 16 years' civil service, works closely with such organizations as the Rehabilitation Institute of West Florida and the Pollack Workshop to match the skills of handicapped people with his facility's job requirements.

He organized the Pensacola Special Steppers, a square dance group for the mentally retarded that earlier this year performed at the White House and for the Congress. Cherry is the Escambia (Fla.) coordinator and district coordinator for the summer and winter Special Olympics and also teaches bowling to the physically disabled.

Last year, Cherry received the Government Employees Insurance Company's annual award of \$2,500 as the outstanding federal employee involved in rehabilitating physically and mentally disabled people. He is the second Navy civilian to receive the award in its three-year history. He also presented a paper last year on his program at the "International Year of Disabled Persons" conference held in Tel Aviv, Israel.

They Gave More Than Cash Aboard Puget Sound



"Oh my! He's eating a whole jar of peanut butter!"

"What in the world for?"

"Some sort of relief, I heard."

"Relief?"

"Yes, Navy Relief."

That's right, a whole jar of peanut butter, and it happened on the USS *Puget Sound*'s (AD 38) closed circuit television system during the ship's 1982 Navy Relief Fund-raising Drive. The drive, coordinated by Senior Chief Boatswain's Mate John M. Weldon (by the way, he ate the peanut butter), brought \$31,588.45 from the *Puget Sound* crew to Navy Relief.

Most contributions came from individual donations, but challenges brought in several thousand dollars alone.

Chief Dental Technician Richard D. Melrose shaved off his 12-year-old mustache for the cause, and Weldon even cut off his curly locks for a donation.

Puget Sound's medical people chal-

lenged their officers and chiefs to a field day. Well, the officers and chiefs did just that in front of the ever-present ship's TV camera.

"We did better than the whole ComFAirMed (Commander, Fleet Air Mediterranean) area did last year," said Weldon.

The senior chief, who put a lot of time and effort into the drive, was "pooped" by the end of the fund-raising effort, but he enjoyed his major role as coordinator.

According to executive officer Captain Charles R. Schlegelmilch, Weldon did a fabulous job as Navy Relief coordinator. Special congratulations also should go to the deck, communications and weapons departments; the junior people—especially in the deck department—had a fine showing, which served as an example to their seniors.

The men and women of *Puget Sound* pulled together like a family to raise money for the Navy Relief fund while having fun at the same time.

PN3 Kasey Mazzone helps wash down *Puget Sound*'s helicopter—all for Navy Relief.

—Story by JO2 Peggy C. Johnson
—Photo by PH2 Dorothy J. Affeldt
USS *Puget Sound* (AD 38)

Bye-Bye 'Blister Maker'

Carpenter Eugene Anderson blistered his hands and made his back and knees sore for years scraping naval installation floors in the San Francisco Bay area.

He solved the problem by attaching scraper blades to a 2-inch-by-4-inch board, adding weights for balance, and adding a 5-foot long metal handle. The invention worked well the next time Anderson removed tile from a floor. Co-workers liked the 10-pound device, too. So does the Navy.

At the Navy Public Works Center San Francisco Bay, in Oakland, Calif., the new tool improved productivity, shortened work time and provided better maintenance at Bay Area Navy installations.

"One day I was removing tile in a very large area with the old scraper," Anderson explained. "My back and knees were killing me. My hands were sore. I called that thing the 'blister maker.' There had to be a better, easier way to get the job done," Anderson said.

A Navy civilian employee for six years, Anderson designed the pro-



Members of the Explosive Ordnance Disposal Group Two Rota (Spain) Detachment parachute from an Air Force C-130 into the Mediterranean to assist a Military Sealift Command ship entangled in a buoy cable off the coast of Morocco. Once in the water, the four-member team swam to a zodiac raft (already water-bound) laden with explosives and other equipment needed to do the job. The parachuters are (l-r): TM1 Michael Williams, BM1 Patrick Wolfe and GMG2 Mark Varrato. Their officer in charge (chute fluttering in cargo hatch) is CWO3 Don Knight. *Photo by JO1 (SS) Peter D. Sundberg*

totype in his spare time. A rubber guard allows it to get close to walls without scratching or damaging woodwork. Its handle can be adjusted for left or right-hand operation, and it's easy to carry and store. Sharpening the blade is the only maintenance required.

"I got off my knees, stood up and, using the new scraper, worked in the more comfortable standing position. My performance and efficiency improved. The tool works equally well with linoleum, asphalt floor coverings, ceramic tile and indoor-outdoor carpet," Anderson said.

A patent is pending on the scraper, and Anderson spends much of his

spare time trying to find a manufacturer to produce and market the tool. "It's thrilling to come up with an idea no one else has thought of. It's your own contribution to the world," he said.

Anderson also is completing requirements for an associate in arts degree in business administration at the College of Alameda. The 36-year-old journeyman carpenter relaxes by playing electric guitar, and he's a member of the "Southern Roots," a group whose activities include sponsoring outings for children.

—Story and Photo by Kea Scofield
(PW Center, San Francisco Bay)

Seventh Fleet Discovers Paradise





According to Milton, paradise was lost. Today, however, more and more Seventh Fleet sailors are discovering that paradise lies on the southern coast of Thailand just two hours south of Bangkok. It's called Pattaya Beach.

According to Photographer's Mate First Class Dennis Brockschmidt from the Seventh Fleet flagship USS *Blue Ridge* (LCC 19), "Pattaya's got it all: seafood, palm trees, beautiful people and the ocean."

Travel brochures agree, calling it a future French Riviera or Acapulco. And Pattaya's growth attests to its popularity. The population of this palm-studded strip of shops, cafes, hotels and restaurants has doubled in the past 15 years. Today it stands at about 37,500, a figure that increases each November with the arrival of the tourist season.

Pattaya was a quiet fishing village during the Vietnam War, when it offered a sanctuary to battle-weary U.S. Marines on leave. There, also, Bangkok residents sought relief from the city's tempo and traffic. Europeans soon followed.

Most local natives grant USS *Constellation* (CV 64) the honor of being the first large U.S. Navy ship to visit the southeastern Asian resort officially. Since that carrier's visit, Pattaya has been a regular port call for Seventh Fleet ships operating in the South China Sea.

The sailor's first glimpse of paradise includes coconut palms along the shore and pastel-colored houseboats in the harbor. The trip ashore is unique among Seventh Fleet liberty boat rides. Because of Pattaya's shallow harbor and tide changes, a sailor has to change boats several hundred feet offshore. At that point, a weather-beaten commercial boatman taxis 20 or so sailors to the beach in a motorboat with an ancient engine. Unless the tide is right, passengers must take off their shoes

Colorful signs welcome Seventh Fleet crew members at Pattaya Beach where they can try their skills at parasailing, sample exotic fruit and other foods sold by street vendors, or just enjoy the beauty of the beach and the sunsets. Photos by PH2 Paul Soutar.

Seventh Fleet Discovers Paradise

and socks, roll up their trousers and wade ashore. All agree that the slight inconvenience is worth it.

The resort area is essentially a single main strip with a number of connecting side streets. The northern section resembles Palma de Mallorca's Arrenal district. The southern sector has a carnival atmosphere—cabarets, gem shops, seafood restaurants and tailor shops vie for tourist dollars.

Sailors who sample Thai cuisine find it zesty. Dishes laden with spicy curries call for accompanying liquid quenchers. Pattaya Beach also boasts fast-food outlets similar to Hometown, USA. A hearty steak dinner with trimmings, for example, is available for a modest price.

Pattaya is blessed with largely sunny days; even during the rainy season, the sun peeks out several times a day. Typhoons that batter most of the region bypass Thailand's southern coast.

High on the list of Pattaya Beach attractions are the jewelry shops where sailors can browse leisurely.

"American sailors bring more revenue to the resort's jewelers than anyone else, in spite of the fact that individually, they are not big spenders," said a manager of one store.

Some sailors admit to having little savvy when it comes to gems. Operations Specialist Third Class Eric Say of the USS *Sterett* (CG 31) said, "I looked at jewelry, but I can't tell a real diamond from a piece of cut glass, so I didn't make any purchases."

Should a sailor tire of the beach, he can always take a side trip on one of the ship-sponsored tours. Elephant rides, Thai boxing and cockfights are all offered in the Rose Garden tour, only a few hours north of the beach and not far from Bangkok. Sailors from *Blue Ridge* demonstrated their skills at riding elephants during one tour.

"It's a bumpy ride—nothing like a horse," said Yeoman Second Class Eric Fujimoto. "But it's OK once you get going."

Following the rides, the sailors watched a performance by Thai finger-nail dancers. Bending back their fin-

gers at incredible angles, these ladies sway hypnotically to traditional local music.

There are more than 100 hotels along the beach-side strip. For about \$18 a night, one can expect an air-conditioned, Western-style room with two beds and carpeting. For the rustic-minded, bungalows are even more reasonable. At the peak of the tourist season, most hotels are full, and some visitors have been known to sleep in folding chairs on the beach.

One native tailor complained that Western culture has left its permanent mark on Pattaya Beach natives. "Thais dress less traditionally now. They shake hands," he lamented. "They've become Westernized."

Chief Fire Control Technician Ray

Bushing of *Sterett*, who had visited Pattaya Beach six times in the past 20 years, recalled his first experience in 1964. "At that time, it was a very small village with only one dirt road.

"There was one bar, several little stores and an old hotel-like affair, three stories high, where most of the sailors congregated on the patio for a few beers. In those days, a visit to Pattaya wasn't even a real port call."

If nothing else, "paradise" has changed over the years—it's better in the 1980s.

—JO2 Glenn H. Jochum
(PA Staff Seventh Fleet)

The delicate spires of the Buddhist temples are graceful etchings outlined against Thailand's skies. Photo by PH1 Felimon Barbante.



It Took Him Two Years

Navy Supply Corps Commander Richard Kirtley was honored in Washington, D.C., recently for uncovering a fraud ring in the Purchasing Department of the Portsmouth, N.H., Naval Shipyard where he was assigned. Kirtley foiled a kickback scheme involving hundreds of thousands of dollars a year in overpayments to private contractors selling to the shipyard.

Admiral J.G. Williams Jr., Chief of Naval Material; Vice Admiral E.B. Fowler Jr., Commander, Naval Sea Systems Command; and Rear Admiral A.A. Giordano, Commander, Naval Supply Systems Command, invited Kirtley to "headquarters" to give him a Navy Commendation Medal for his outstanding job performance.

Kirtley's part in the Navy's war against fraud, waste and abuse began in the spring of 1980, just a few weeks after he reported for duty at the shipyard. He noticed that two purchasing agents were closely fraternizing with contractor salesmen despite the rule that government people must keep contractors at arm's length while conducting business. He began to keep track of the salesmen's visits and to examine the department's records for irregularities.

When he discovered incomplete records and found evidence of possible favoritism toward particular companies, he took the problem to the Naval Investigative Service.

The NIS told him that one of the private contractors dealing with the Purchasing Department was already under investigation. The FBI had begun looking into the contractor's operations earlier in 1980 after receiving a call from the president of the company concerned. The caller told FBI agents that some of his employees had been making illegal home fuel oil deliveries and giving airplane tickets and other gifts to Portsmouth Shipyard purchasing agents in exchange for special con-

sideration in contract awards.

When Kirtley learned about the FBI's investigation, he volunteered to assist in collecting evidence on the shipyard part of the operation.

When the case came to federal court, he served as "translator," helping the prosecuting attorneys understand the special language and forms used in the Navy contracting world. New Hampshire Assistant U.S. Attorney Helen Forsyth (who is also a Naval Reserve officer) said, "The FBI and the U.S. attorney's offices in Maine and New Hampshire couldn't have done it without Commander Kirtley. His help in tracking down and interpreting the series of transactions and deals in the case was the key to the convictions and the sentencing."

In June 1982, as the result of Kirtley's efforts and testimony, two of the private contractor's employees were convicted of conspiracy to defraud the government and of giving illegal gratuities. One received a short prison term, and both will be on probation for several years.

Two of the shipyard employees also were convicted of fraud. One was sentenced to a one-year prison term, and

the other, who pleaded guilty and turned state's evidence, was sentenced to give 200 hours of community service this year. The two shipyard employees had been dismissed from their jobs in December 1980 after lengthy civil service proceedings initiated by Kirtley.

Although Kirtley has left the Portsmouth shipyard to attend the Defense Systems Management College in Ft. Belvoir, he is continuing his work with the FBI and the U.S. attorneys. They hope to obtain indictments in several additional cases that have come to light as a result of the past two years' investigations.

The supply officer at the shipyard, Captain Jake Gahm, said that although Kirtley spent hundreds of hours working on this case, he continued to do an outstanding job as head of the Purchasing Department "in support of the shipyard's waterfront." The shipyard commander, Captain J.F. Yurso, summed up the significance of Kirtley's contributions by saying that his work "not only resulted in real dollar savings to the shipyard and to the taxpayers but also reinforced for all of us the need for continuing vigilance in the husbandry of public monies."



(l-r) Rear Adm. A.A. Giordano, Vice Adm. E.B. Fowler, Cmdr. Richard Kirtley and Adm. J.G. Williams.

Brunswick to the Rescue

As crew members of the Seventh Fleet salvage-rescue ship USS *Brunswick* (ATS 3) tour a town, sample local cuisine or shop for gifts at local marketplaces during liberty, thoughts of being recalled to the ship for a major salvage operation are always on their minds.

On their last weekend in Subic Bay, Republic of the Philippines, during a six-month Western Pacific deployment, the call came. The survey ship USNS *Chauvenet* (T-AGS 29), operated by the Military Sealift Command, ran aground on Sultana Shoals in the Sulu Sea, 330 miles south of Manila. *Brunswick* was summoned to assist.

The duty men who had remained on board *Brunswick* scurried about making phone calls to round up the rest of the crew. In less than 12 hours after the call, *Brunswick* was under way with nearly all its crew.

"You've got to be ready at a moment's notice," Hull Maintenance Technician First Class Jeff Hamm said. "The ship's crew is always on call."

No sooner had *Brunswick* left the pier when deck hands began unwinding wire lines from spools, laying them out neatly in figure eights on the forecastle and fantail in anticipation of a de-beaching and towing operation.

Deck hands tugged wire lines and moved anchor chains to assemble six "legs" of beach gear. Each leg consisted of an anchor attached to 90 feet of chain and 1,500 feet of 1½-inch thick wire line. One leg provides the ship with 45 to 60 tons of pulling power with the anchor placed in position and

the other end attached to a winch.

"Salvage operations offer a different kind of life at sea, unlike the job of an average sailor," said Commander John Drucker, commanding officer of *Brunswick*, pointing out that sudden schedule changes and long working hours on the job are normal.

One day, after leaving Subic Bay, *Brunswick* arrived at Sultana Shoals. Divers donned scuba gear and conducted surveys of the surrounding area. "The purpose of the bottom survey is to determine the presence of obstacles," said Lieutenant Leon Jackson,

Brunswick's salvage officer.

Chauvenet rested on a coral reef with a drop-off from 12 to 600 feet. There was a 60-foot-long gash in the ship's portside.

"It was too deep for our regular anchor, so the beach gear was ruled out," said Ensign Paul Currivan, *Brunswick's* deck officer. "But we had to maintain her stability so it wouldn't roll over and plunge 600 feet."

Two 8-inch-thick nylon lines were tied to the ship's stern and attached to anchors set under the reef, like a bow string holding an arrow in place, to



Divers from the salvage ship, USS *Brunswick*, make temporary repairs to *Chauvenet* before refloating it.



keep *Chauvenet* from shifting.

Men from *Brunswick* boarded *Chauvenet* to shift cargo and to balance the ship while hull maintenance technicians fashioned metal sheets to patch *Chauvenet*'s damaged hull.

Meanwhile, the tug USNS *Narragansett* (T-AFT 167) steamed from Subic Bay with the rest of *Brunswick*'s crew to assist in the operation. A helicopter

from Fleet Composite Squadron Five, Cubi Point, flew in much needed water pumps to clear *Chauvenet*'s flooded spaces. The combat store's ship USS *San Jose* (AFS 7) transported oceanographic scientists and Navy people from the distressed ship back to Subic Bay, *Chauvenet*'s home port.

Everyone was doing more than his share of work to save the stricken vessel. "It was an around-the-clock job," Drucker said. "We ate and slept when we could."

Work was slowed when 35-knot winds and 10-foot seas generated by tropical storm "Pat" caused *Chauvenet* to shift from a port to a 20-degree starboard list. Once the storm subsided, *Brunswick*'s men returned to *Chauvenet* to move scattered gear and cargo. Days turned into weeks. "There was no holiday routine. It didn't exist," Currivan said.

Gunnery personnel and divers from *Brunswick* planted explosives to break up coral heads, 15 feet in diameter, which were preventing the ship from being pulled free. Working parties off-loaded *Chauvenet*'s three anchors and survey boats to lighten the ship.

The ammunition ship USS *Kiska* (AE 35) replenished *Brunswick* and *Narragansett* with food and fuel while they worked on station. Then they transported *Chauvenet*'s MSC crew to Subic Bay when their help was no longer required.

After the hole was patched and the water pumped overboard, the 282-foot *Brunswick* lived up to its nickname



"Supertug" as two propellers, turned by four powerful engines, churned the water for nearly an hour until the 3,700-ton *Chauvenet* was off the reef with the high tide.

The operation required 19 days on the job and another three days towing *Chauvenet* to dry dock in Subic Bay. Amassed were 51,000 work hours. "That's 18 hours a day per man," said Drucker.

Salvaging *Chauvenet* was a highlight of *Brunswick*'s recent Western Pacific deployment. During the tour with the Seventh Fleet, *Brunswick* divers recovered parts of a U.S. Marine jet from the chilly waters off Iwakuni, Japan. The ship also participated in Team Spirit '82, a joint training exercise with the Republic of Korea.

"We had the opportunity to demonstrate our mission capability and to employ many phases of salvage. Fortunately, we were successful," commented Drucker.

Brunswick is now in its home port of Pearl Harbor, Hawaii, but whenever the crew goes on liberty, they know they can be called for another big job.

—Story by PH1 Felimon Barbante
—Photos by PH1 John Kristoffersen
Seventh Fleet, Subic Bay, R.P.

A Doctor With a Mission

Ever since the first surgeon stepped aboard a U.S. Navy ship, Navy doctors have dedicated themselves to the care of those who go to sea and to their families on shore. Today, more than 3,590 Navy doctors serve the needs of their patients. One of them is Captain Ray Fletcher who is typical of the professionalism of today's Medical Corps.



The young doctor slumped into the chair next to his bunk. He was long past tired and well into exhaustion. Denouncing the heat, he eased out of his fatigue shirt, drenched with hours of perspiration. Even at midnight, the humidity in Da Nang was unbearable.

It had been another exasperating 24-hour shift for Ray Fletcher. He didn't regret being a Navy doctor or volunteering to do his third year residency in a hospital in Vietnam. He knew the casualty care experience couldn't be matched in the civilian sector. But he didn't anticipate the amount of intense frustration he would experience.

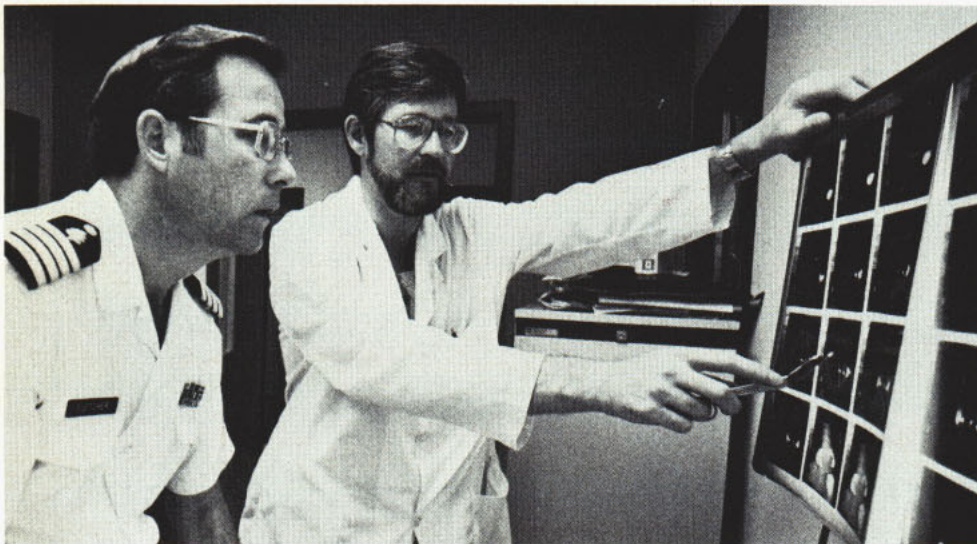
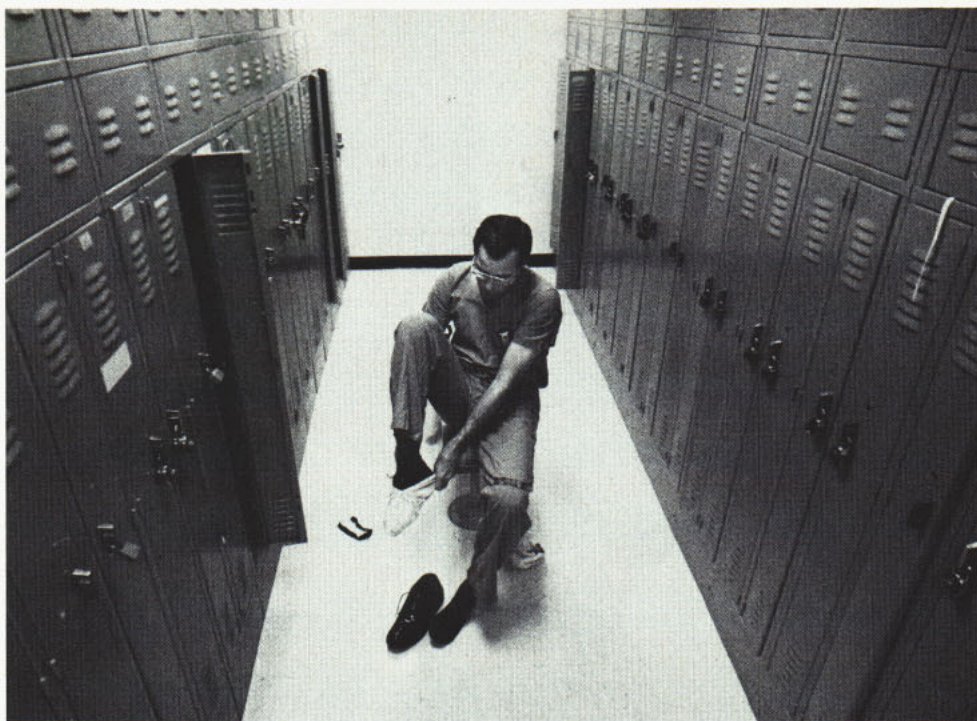
He saw two more men die on his last shift and felt helpless. Everything had been done by the book. His surgery techniques were flawless. He had operated successfully on the severe injuries, but then the patients developed tissue infections. Despite all the best knowledge and equipment at Fletcher's disposal, they didn't make it.

Fletcher eased himself into his bunk. Though he was exhausted, his racing mind wouldn't let him sleep. He knew there had to be some way of keeping those men alive. He was missing some-

Capt. Fletcher's office (left) is a direct reflection of its user, loaded with information and a Texan at heart. Fletcher (right) keeps a watchful eye while assisting his residents in surgery.



Dr. William Hamilton (below) seeks some advice from the captain. Fletcher (right) prepares for a long day of surgery. Dr. Adam Robinson and Fletcher (far right) discuss a few details before surgery.



thing—knowledge of a certain kind of treatment. He vowed then to find it.

Captain Ray Fletcher made that vow 12 years ago. Today, he is still working to keep it. He has earned an international reputation for his research in the treatment of severe infections. He also has received the Legion of Merit, the Navy's fifth highest decoration, for his work.

"The Navy is concerned about the complications that can develop from injuries," Fletcher said. "We want to provide protection from these complications to the injured. I don't care if it's combat related or an industrial-type accident aboard ship. All our research is geared to care for the people

who are out there in the fleet doing their jobs."

But research does not occupy all of Fletcher's time. His main job is attending surgeon of the gold surgical team at the National Naval Medical Center, Bethesda, Md.

"This is a teaching hospital," he said. "We have a five-year training program with three residents at each level. The fourth- and fifth-year residents are divided into the blue and gold surgical teams. While one team is in the operating room, the other meets with patients and holds the regular clinic."

Fletcher supervises the residents for their own benefit but always assures the patients have the best possible care.

"I act as adviser and friend for my residents," he said. "I discuss the cases with them, trying to help them to fully understand what the options are so that they can make the proper decisions. And that's important—that they make the decisions. I won't be out there in the fleet to make the decisions for them at the critical time. They'll have to do it then, and I want them to learn to do it now."

"Captain Fletcher is very humane," said Dr. Adam Robinson, chief resident of the gold team, "not only in his dealings with his patients but with his residents. The captain cares about us as human beings not just as doctors. So he is always there with a concerned ear and sound advice."

Fletcher also teaches basic science classes on pharmacology and physiology at the Uniformed Services University of Health Sciences. "Every week we give three or four student lectures. This is a very small group of maybe four or five at a time. We sit and discuss problems, sometimes in general or maybe some specific case. These students will also scrub and observe an operation in the operating room."

Fletcher came into the Navy as a medical student. "When I was a student at Washington University in St. Louis, most young doctors were being drafted. The Navy, however, had a program that would pay for my last



year of medical school if I joined as a medical student. I had been working my way through college, so it was the natural thing for me to do."

Upon finishing his internship, he got his first taste of life at sea aboard the USS *Yosemite* (AD 19). A few years later he made a career decision to become a surgeon, and he did his general surgical residency at the National Naval Medical Center, his present duty station.

"I spent two years here as a general surgeon resident. Then I heard there was one slot for a resident in Vietnam. It wasn't an easy decision, but it was an experience I couldn't pass up," he said. "In Da Nang I was able to do clinical work and to study the problems in the seriously injured. My residency in Da Nang was definitely a turning point in my career and one of the most professionally and personally rewarding experiences of my life."

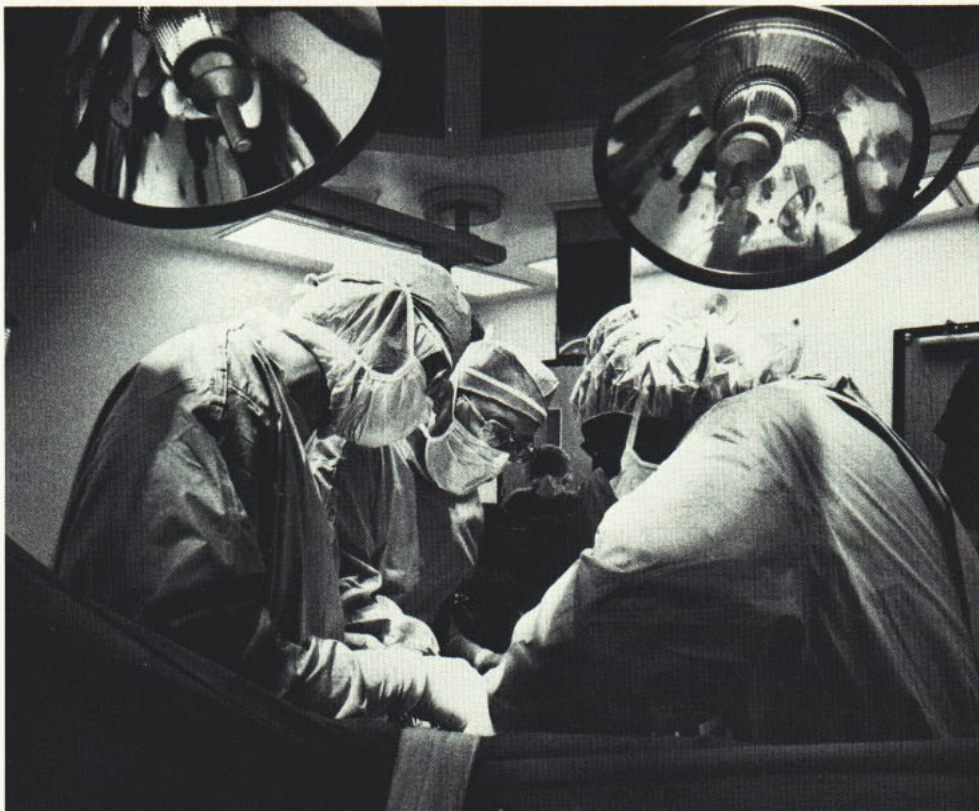
Upon finishing his residency, Fletcher went into the lab to try to sort out some of the problems relating to severe infections. "In order to be successful in the lab, I knew I had to improve on my clinical abilities," he said. "So I took some courses in physiology at Georgetown University in Washington D.C. It was there that I was introduced to an area of medicine called prostaglandins.

"Prostaglandins are nothing more than fatty acids. They turned out to be very important in this whole business of severe infection or shock-like state. For the past eight years we have worked in the lab, and we now have started our studies on patients, carrying over what we had learned from animal models."

"Captain Fletcher is a remarkable guy," said Dr. Peter Ramwell, professor at Georgetown University. "It is extremely difficult for surgeons to

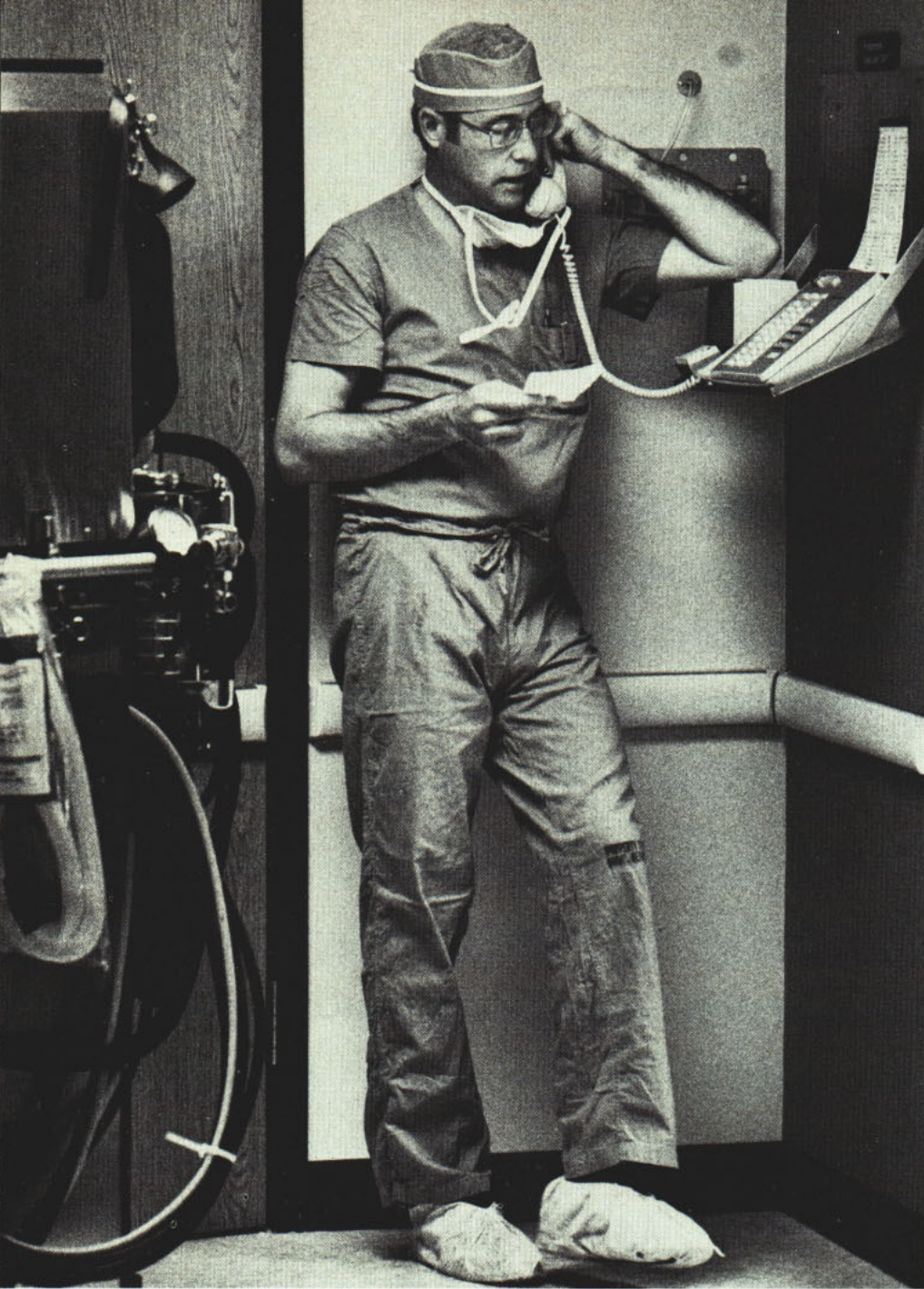
develop academic research training. Generally the two don't go together. Surgeons tend to be very procedure oriented individuals, a 'black is black and white is white' sort of thing. What Fletcher has been able to do is combine clinical surgery with research of a very high order. He has to have tremendous discipline to do this. I know if I were a military person, it would be reassuring to know there is someone like Fletcher aggressively pursuing research to increase the percentage of survival."

"We do everything for the benefit of the Navy," the captain said. "Obviously the combat casualty research work we do is a big component of that. The Navy also benefits by our training program here. We spend a lot of time training general surgeons as well as other doctors to serve the fleet. So, our big mission is to provide physicians who can care for the problems of the crew aboard ship."

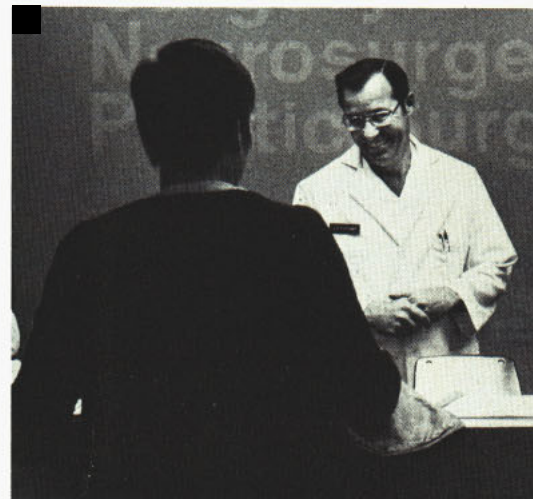


The gold surgical team (right) demonstrates the teamwork that makes an operation a success.





Time is always precious for Fletcher. Following surgery (left), he answers all the phone messages. Fletcher (below) stops to chat with a patient.



Fletcher knows well the problems of crews aboard ship. He has been on several deployments, the latest was a year ago aboard USS *John F. Kennedy* (CV 67). "When I arrived aboard *John F. Kennedy*, I was surprised to learn that most of the hospital corpsmen knew little of trauma care, such as how to start a large bore intravenous tube," he said. "So I instituted a four-month training course."

The course consisted primarily of some 500 slides on trauma that Fletcher had brought with him. He also started assigning responsibilities and running drills. "I was concerned that if we

had three to five badly injured guys, some of them might not make it because of lack of training. What I basically did was reorganize the team's approach to handling casualties. Their ability to get mass casualties to the main battle dressing station was fine. We needed improvement on what to do once the patient was in the station.

"We set up mock casualties with specific symptoms for each patient. Then we ran drills in the middle of the night and during the day. The corpsmen and doctors had to determine what was to be done with each patient. Their team and individual responsibili-

ties were set up so there wouldn't be mass confusion during a crisis. The treatment of mass casualties can be organized just like anything else. But you have got to be ready when the balloon goes up.

"All of us involved in this medicine business are really geared to care for the people in the fleet," he said. "It's important that there are experienced people who really have the patients' best interests at heart. Should they get injured, in whatever way, we'll give them the very best we can. Also, we need to gain further ground in solving the problems of the casualty. If we don't, the next war will be as bad as the one before.

"I feel it is important that the residents who work for me are exposed to someone who is scientifically knowledgeable in a particular field and is not just a clinical surgeon. The contributions that should be made in medicine are those original things that we do, that nobody else in the world has done. It's those real observations we pass along that other people will enlarge upon over time.

"In the end, new problems are solved and more lives are saved."

—Story and photos by
PH2 Robert K. Hamilton

Great Lakes

"On the road again," Willie Nelson's hit country tune, is the USS *William C. Lawe's* (DD 763) breakaway song after an underway replenishment. It was also the tune played when the Naval Reserve Force destroyer and its crew pulled away from its temporary

berth at Newport, R.I., and from 12 other American ports during Great Lakes Cruise 1982.

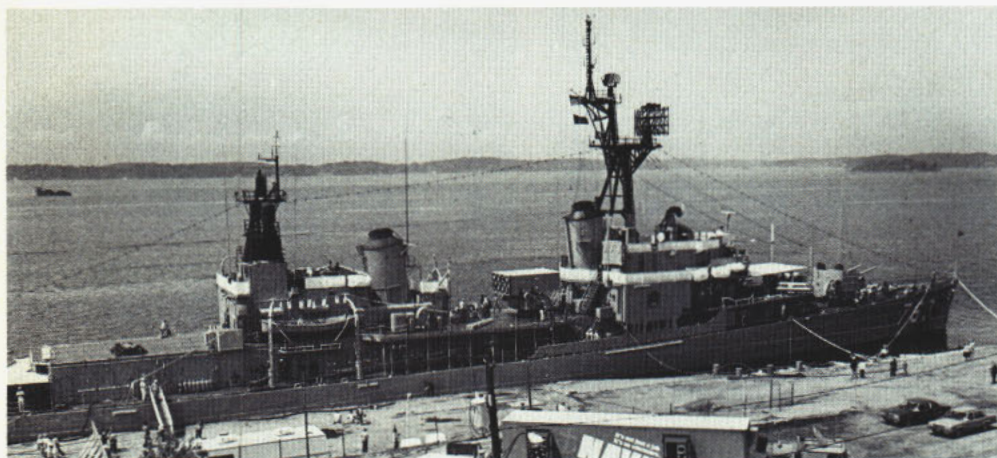
Traveling more than 6,500 miles throughout the Great Lakes, *Lawe* and its crew set a new record for the area: they welcomed more than 188,000 visi-

tors, 26,000 more than last year's record-breaking count.

This was the Navy's fifth annual cruise through America's Great Lakes region in support of recruiting and the *Lawe's* third time through the lakes.

Lawe's commanding officer, Commander Paul V. Murphy, told reporters, "The cruise gives mid-America a greater understanding of today's Navy. People in the Midwest and other parts of America hear a lot about the Navy, but they don't get a chance to see it. This is a big part of the country, one-third of America's people live in the states bordering the Great Lakes."

This year in Detroit, more than 1 million spectators for the International Freedom Festival fireworks show were almost on top of the ship shortly after it arrived. *Lawe* provided the best seat in the house as the spectacular show was set off from barges in the Detroit



Whether moored in Clayton, N.Y., (upper left), cruising up the Detroit River in front of the motor city's Renaissance Center (left) or in the Ontario, Canada, end of the Welland Ship Canal (above) the USS *William C. Lawe* (DD 763) was highly visible during its 1982 Great Lakes Cruise.

Cruise 1982



Left: It was a family reunion for BT2 Charles Clarke as Lawe visited Chicago, his hometown. Below: Muskegon, Mich., natives wait in line for a tour of the ship. Bottom: Lawe's CO, Cmdr. Paul V. Murphy, presented a Navy goat to Chicago's Mayor Jane Byrne.



River. Detroit also saw the largest number of visitors in any of this year's cities, with more than 24,200 visiting the ship over the Fourth of July weekend.

One of the warmest welcomes was in Muskegon, Mich. It was the first time that the Navy had visited that city, and area residents stood in long lines for more than two hours to tour the ship. Normally, general visiting during the cruise was secured at 8:30 p.m., but the enthusiasm of the Muskegon crowds made closing down at that time difficult. According to Commander Roger Cooper, *Lawe's* executive officer, "The lines would have run all night in Muskegon if we had let them. We went as late as we could each day and still have time to clean the ship for the next day."

Supporting Navy recruiting in each port were two of recruiting command's exhibit vans, seapower and career education. The vans, parked near the ship,

welcomed visitors in the 12 ports. Visitors and prospective recruits watched audio-visual presentations on the importance of sea power and careers and opportunities in the Navy. This year's Great Lakes cruise generated 3,253 direct leads and 1,696 prospects for the Navy recruiters.

In a message to *Lawe*, Rear Admiral J.D. Williams, Commander, Navy Recruiting Command, said, "Last year, *Lawe* established a new record for the Great Lakes cruise that was to be the standard for future ships and crews to meet. This year, you broke that record." He added that this year's cruise "positively affected recruiting efforts in the region and will continue to have impact on those efforts during the coming months and years."

—Story by PH2 Jeffrey Salter
and JO3 Junior Murray
—Photos by PHC Chet King
and PH2 Salter
FltAvComLant



The Navy Remembers

In commemoration of the Navy's 207th birthday, Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant January events.

On paper, the Continental Navy was less than six months old and the Declaration of Independence had yet to be signed, sealed and delivered to the British, but Jan. 5, 1776, the United States sent its first squadron to sea.

Jan. 20, 1914, the Navy opened its first school for naval air training at Pensacola, Fla. And Jan. 17, 1955, the Navy's first nuclear-powered submarine, USS *Nautilus* (SSN 571), headed into Long Island Sound and the start of its maiden voyage.

Five years later, Jan. 13, 1960, Lieutenant Don Walsh and Jacques Piccard plunged to a record depth of 35,800 feet in the bathyscaph, *Trieste*. Also Jan. 13, 1967, Master Chief Gunner's Mate Delbert D. Black became the first Senior Enlisted Adviser—today, that office is called the Master Chief Petty Officer of the Navy.

SEAL Teams established

They are stealthy artists in unconventional guerrilla warfare, silent masters of counterinsurgency and experts in small arms and underwater demolition. They are one of the elements of the U.S. Navy's special warfare community—the elite fighting team known as SEALs. The Navy SEAL is a triphibian: part frogman, part paratrooper and part commando. The name is derived from the elements in which the SEALs operate: sea, air and land.

SEALs perform the same missions for which they were created, Jan. 1, 1962. They function independently or in conjunction with underwater demolition teams and surface or subsurface vessels to conduct special naval operations on and near coastlines, bays, rivers, lakes and swamps.

While the SEAL organization is only 20 years old, the UDT community from which SEALs was spawned was put together in 1943 from what was called the combat demolition unit.

In November 1942, the United States became painfully aware of the need for combat divers, more specifically, demolition experts. During the amphibious assault on the Japanese-held island of Tarawa in the Pacific, hundreds of marines drowned when their landing craft beached on a submerged reef forcing the combat-laden invaders to wade several hundred yards to the beach. The uneven, uncharted ocean floor became as lethal as the flying bullets and shrapnel which followed.

To provide better pre-assault hydrographic information and to demolish beach obstacles was the responsibility of the combat demolition unit. The Navy recruited individuals from the mining industry and also gathered together former Seabees and volunteers from naval/marine scout and raider units. Entering the program was simple—all it required was rugged physical attributes and the ability to swim like a fish. CDU training, how-

ever, was an entirely different matter.

The UDT/SEAL forerunners came together at Fort Pierce, Fla., under then Commander Draper Kauffman during the summer of 1943 to begin a grueling, intensive physical training program. It was based on the theory that a man is capable of about 10 times as much physical output as he thinks he is capable. There in the alligator and snake-infested swamps of The Everglades was produced the demolition expert and fighter who was perfectly at home with mud, slime, even exhaustion, besides water and hostile forces.

The first grads were organized into six-man CDUs. Then they were sent to Europe where they played a major role by opening the gateways to France in the invasions of Normandy, Utah and Omaha beaches. The CDUs paid dearly, losing an overall average of 41 percent of their men.

The CDUs were then shipped to the Pacific to participate in the island-hopping campaign. They had not used their swimming abilities to the utmost in Europe but did so extensively in Pacific actions. Tactics and strategy were developed and honed, and more volunteers recruited. Losses dropped dramatically. From the day at Normandy until the end of the war, killed-in-action casualties were cut to 1 percent. It was testimony to these skilled men who perform equally well under water, in the air and on the land.

Wilkes discovers the Antarctic

The Great U.S. Exploring Expedition of 1838-1842 set sail from Hampton Roads, Va., on the afternoon of Aug. 18, 1838, under the command of Lieutenant Charles Wilkes in his 780-ton flagship, the sloop *Vincennes*. In his wake followed *Relief*, *Porpoise*, *Peacock* and the schooners, *Flying Fish* and *Sea Gull*. Two of these vessels would not return from the four-year venture—the first overseas exploration by the United States and the last to rely solely on sail.

It was a voyage which would take the expedition to the tip of South America, into the iceberg-clogged Antarctic and on to Australia. The expedition would sail extensively throughout the Pacific—to Tahiti, Samoa, Hawaii, Japan, Singapore—and to the Pacific northwest coast of the United States.

While varied in its mission, the expedition was essentially formed to chart harbors and shoals and establish a rapport with friendly peoples of the world. In short, Wilkes was leading a scientific, exploratory and diplomatic adventure which would eventually circumnavigate the globe.

By March 1839, Wilkes had begun to push into the world's southernmost regions. With summer in the southern hemisphere waning, the expedition met heavy, treacherous seas, sea smoke, fog and gales that flung sleet and snow and coated rigging, sails and decks in ice. Wilkes decided to turn back before he was trapped in an ocean whose surface was rapidly freezing. There would be a better time.

The time came the day after Christmas 1839 when Wilkes' ships left Sydney, Australia, for his second and final visit to the Antarctic to conduct geographical and magnetic exploration. Decks and hulls were recaulked and seams covered again with tarred canvas. Wilkes' goal was to get as far south as possible and find out what existed beyond the ice barrier in those latitudes. In 1839, Antarctica was a blank space, a vast nothingness, on the maps of the world.

There was smooth sailing until Jan.

1, 1840, but then the wind picked up and waves began to hammer the ships. Within days, *Vincennes* and *Porpoise* had sighted the first iceberg, over a mile long and 180 feet in height. Southwest they continued as the bergs began to litter the ocean. By then, the sea had calmed, but sea smoke and fog cut visibility, and air temperatures dropped to freezing.

Then the shout from the masthead came—ice ahead. Not icebergs, but the edge of the impassible ice pack itself. Sea elephants, small seabirds, penguins and Cape pigeons were seen—all signs of land. For the next few days, the watchful sailing men kept reporting on the southern horizon the "appearance of land."



Everyone, Wilkes included, was skeptical of the first reports for in those latitudes hot and cold layers of air refract light and cause a phenomenon known as "looming." That is, land beyond the horizon appears projected above the horizon causing a mirage. But Jan. 19, Wilkes admitted that what he and the crew were seeing on the southern horizon was indeed land. Observers had constantly noted the peaks of mountains rising far across the flat ice barrier as they progressed west. He then stated, for the record, that land had been sighted south of the ice fields.

The next day the ships separated—Wilkes' idea being that by splitting the expedition he could better the chances of discovering still more land. By far the most eager of the weary expedition members, Wilkes longed for

the chance to send a shore party onto solid ground to make the customary claim. He rammed his way west, then south once more into Piner's Bay, named for his signal quartermaster.

Jan. 30, he took *Vincennes* to within half a mile of the bay's rocky shore and sounded the bottom at 30 fathoms. He saw land that stretched from that shore south, rising to a height of 3,000 feet in a mountain peak which was one of many farther south and 60 miles inland. Here he claimed all that he had seen to the southwest was the Antarctic Continent.

His dream to send a party ashore was temporary. The wind had risen to gale force and pushed *Vincennes* 60 miles from the bay. The storm raged for almost three days. When it was over, Wilkes abandoned the idea of returning to Piner's Bay, firmly believing there would be another bay and another shore on which to make his claim.

Then word came from two of the ship's doctors that the crew's sick list had grown from 15 to 30. Still, Wilkes pushed on. Finally, Feb. 21, *Vincennes* headed north amid the hurrahs of his weather-beaten, dog-tired and bone-chilled crew.

Wilkes had succeeded in determining a continent, not a series of islands behind the icy barrier he had roamed for nearly 1,500 miles. He had so frequently sighted landfalls—distant mountain ranges, long lines of hills and isolated peaks that he had referred to it either simply as "the land" or "the continent" in his journal.

Wilkes' voyage to the Antarctic and his subsequent discovery of a continent had been a considerable achievement for this nation's first overseas exploring expedition. Throughout the remainder of the voyage and following its completion, Wilkes' claims would come under fire by British and French navigators who also laid claim to discovering the Antarctic Continent. No matter who claimed priority, Navy Lieutenant Charles Wilkes stands credited with discovering the continent of Antarctica for the United States.

—By JOI J.D. Leibold

ALL HANDS

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USS *Guadalcanal* (LPH 7)-3:31;
8:29

USS *Guam* (LPH 9)-3:26; 8:26

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3:(IF)

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USS *Halligan* (DD 584)-5:30

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1067)-7:3

USS *John Hancock* (DD 981)-
1:26

USS *Harlan County* (LST 1196)-
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USS *Thomas C. Hart* (FF 1092)-
12:12

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USS *Hector*-5:24

USS *Hepburn* (FF 1055)-7:4

USS *Harry W. Hill* (DD 986)-
1:41

Hiryu (Japanese carrier)-6:6

USS *Holland* (SS 1)-3:14

Holland-3:16

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CSS *Hunley*-3:15

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I

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4:(IF)

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USS *Jupiter*-10:47

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L

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 USS *Lake Champlain* (CVS 39)-4:7
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 USS *Lang* (FF 1060)-8:7
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 USS *Leftwich* (DD 984)-1:41
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 USS *Lexington* (CV 2)-6:2; 10:47
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M

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 USS *Moinester* (FF 1097)-6:28

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 USS *Moosbrugger* (DD 980)-3:18
 USS *Mugford*-1:38

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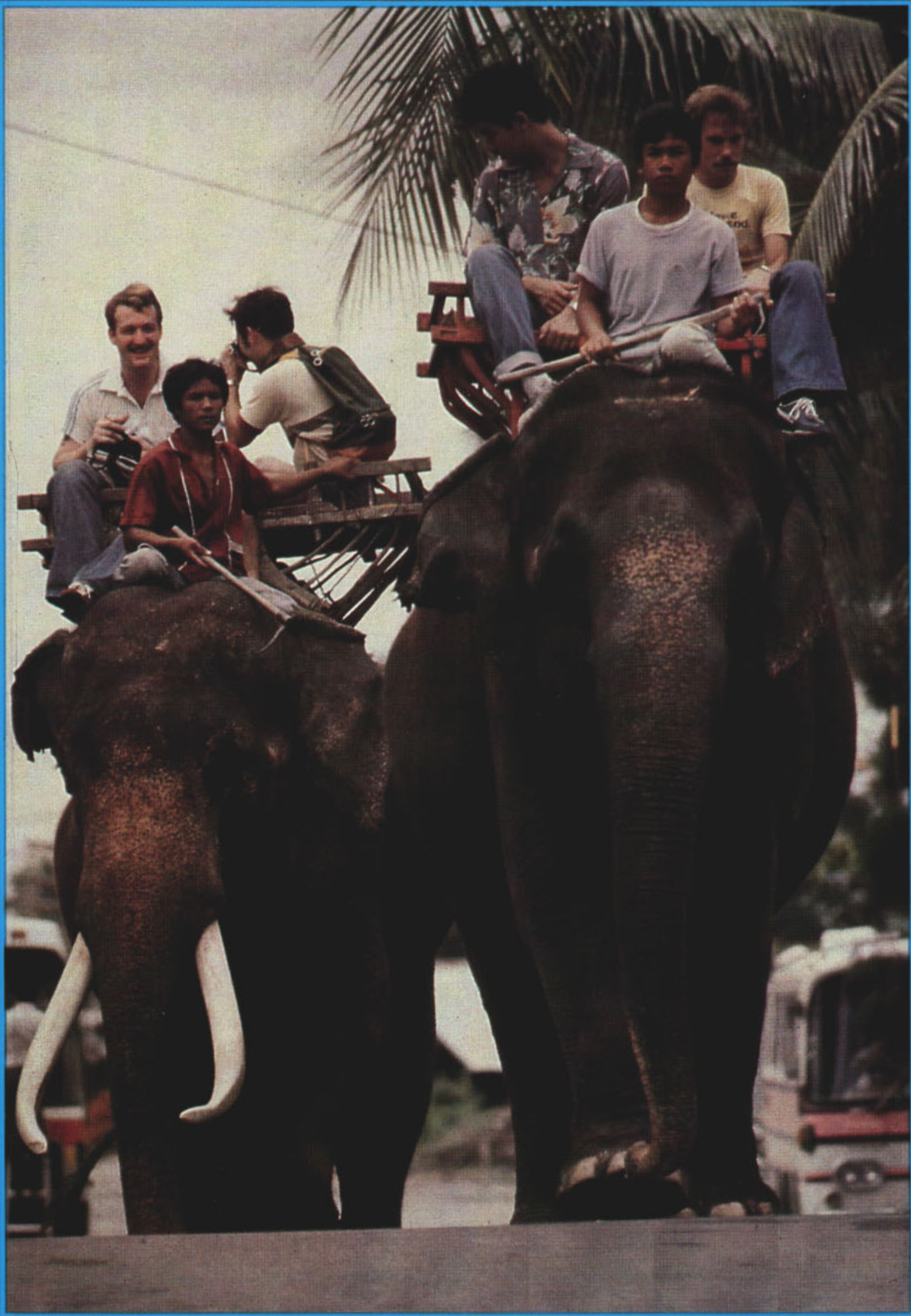
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